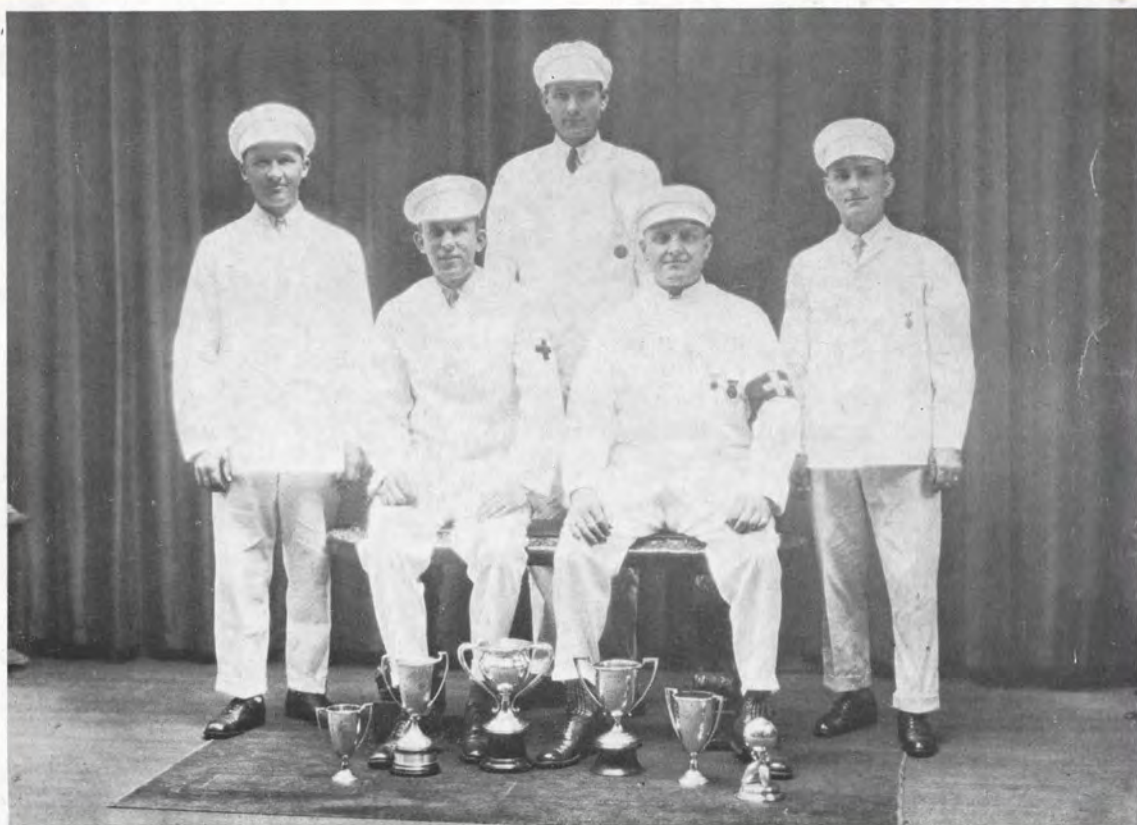


**BUFFALO  
ROCHESTER  
AND  
PITTSBURGH  
RY.**

**"SAFETY AND SERVICE"**

# *Railway Life*



*First-Aid Team of Buffalo Creek.*

*August 1928*

# *The Railroad Crossing*

*By* ERNEST JOHNSON

I can't tell much about the thing, 'twas done so pow'ful quick,  
But 'pears to me I got a most outlandish lick;  
It broke my leg, tore my scalp and pulled my arm 'most out,  
But take a seat—I'll try and tell you how it came about.

You see, I started down to town with that 'ere team of mine,  
A-haulin' out a load of corn to Ebenezer Cline;  
And drivin' slow, for jest a day or so before  
The off horse drew a splinter in his foot and made it sore.

You know the railroad cuts across the road at Martin's Hole,  
And there I saw a great big sign raised high upon a pole.  
I thought I'd stop and read the thing and see jest what it sa'd,  
And so I stopped the horses on the railroad track and read.

I ain't no scholar, understand, and so I had to spell;  
I started kind of cautious like, with R-A-I and L,  
And that spelt "rail" as clear as mud; R-O-A-D was road,  
I lumped 'em; "railroad" was the word and that 'ere much I  
    knewed.

C-R-O with double S and I-N-G to boot,  
Made "crossing" jest as plain as Noah Webster dared do it;  
"Railroad Crossing" good enough; L double O, K, "Look,"

O-U-T spelt "out;" jest there it was "Look Out."  
I was gettin' curious like to know jest what 'twas all about;  
F-O-R and T-H-E 'twas then "Look out for the,"  
And then I tried the next word: it commenced with "E-N-G—"

I had got that fur when suddenly there came an awful whack,  
A thousand thunderbolts just scooped me off the track;  
The horses went to Davy Jones, the wagon went to smash,  
And I was hoisted seven yards above the tallest ash.

I did not come to life again for 'bout a day or two,  
But though I am crippled up a heap, I sorter struggled through,  
It ain't the pain or 'taint the loss of that good team of mine,  
But, stranger, how I'd like to know the rest of that 'ere sign!

*Written expressly for "Railway Life" by Ernest Johnson of Leavenworth, Kansas,  
who is an uncle of Mrs. I. J. Wood, wife of Middle Div. Fireman Wood of Du Bois.*



# Railway Life

PUBLISHED MONTHLY BY THE BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY

VOLUME 15

AUGUST 1, 1928

NUMBER 8

## Our Over-Regulated Railroads

*A Paper Read by R. G. Tate, General Yardmaster, Punxsutawney, Pa.,  
Before the Kiwanis Club of Punxsutawney*

**T**HE history of railroads is so interlocked with the general scheme of evolution that I am going to, with your kind indulgence, take you on a brief trip through the evolution of transportation in America.

The early American colonizations were all on navigable waters—either in sea-board harbors or rivers. No highways existed and the only communication between colonies was by vessel.

Many years later the post road came into being, not named for the postal service as we know it, but for the coachman called a "postillion" who rode one of the coach horses instead of driving the team from the box. These highways were, of course, limited in their traffic possibilities. Very little produce was hauled over them and that only for short distances. Passenger travel was light, for taking into consideration the discomforts and time consumed, the rates for a journey were high.

Next in our evolution of transportation came the canal, followed by the river steamboat. These two agencies materially widened the boundaries of community life and laid the foundations for the now prosperous cities on the Mississippi, its tribu-

taries and along the route of the Erie and other prominent canals.

Then came the railroads, crude at first, but capable. Flexible as to geographic direction, they made cities of inland towns and neighbors of California and Maine. Now while we are on the subject of early railroads, let me read to you an editorial published in an Ohio newspaper in 1830. It was reproduced as one of a collection of newspaper clippings of that period and published by the Muskingum Valley Hardware Company:

"Returning travelers report that the people of the East are still suffering from the railroad mania. Disregarding the warnings of Providence, they have extended the line of the railroad thirteen miles to Elliot's Mills west of Baltimore.

\*One traveler recently told of having seen with his own eyes a single horse drawing two wagons containing forty-one persons at a speed of eleven miles per hour on the portion of track which is completed. He heard, however, of several serious accidents caused by the horse stumbling and being run over by the heavy wagons, which were derailed and upset.

"Little confidence is now felt in Mr. Peter Cooper's plan for propelling the carriages by means of a steam engine.

"Except as a novelty, however, railroads will never take the place of canals. Railroads are untried for long distances in any country,



and for short distances they are still in the experimental stage. The longest in existence is the London and Manchester, which is but forty miles in length.



*Southbound "drag" of empties at M.P. 144, Section 19, near Mt. Jewett*

*—Photo, by A. E. Johnson, Section Foreman.*

"Any farmer can build a canal boat of twenty-five tons capacity from material growing on his own land. To carry this same amount on a railroad would require eight wagons and a locomotive costing \$4,000 at the least, and no farmer could afford this equipment.

"His canal boat would carry live stock, hay, firewood, large trees for ship building, boards, planks and grain. Railroads can not do this. Imagine a load of hay coming down a railroad. The sparks would set it afire before it started.

"The farmer who is watchful of his own interests will not be misled by talk about railroads, which would be of no service to him and destroy his crops and his stock—but will endeavor in all possible ways to promote the building of canals."

Cost and schedules of stage coach travel in those days are set forth interestingly in the following advertisement:

"All that are desirous to pass from Baltimore to Pittsburgh or any other place on their road, let them repair to the White House Inn at Baltimore, at which place they may be received in a Stage Coach every Monday and Friday, which performs the whole journey in eight days (if God permits) and sets forth at five in the morning. Charging each passenger five cents a mile, and allowing fourteen pounds weight of baggage and twelve and one-half cents per pound for all above."

In 1830 the railroad was to the farmer

and city dweller an impractical device. You and I have seen the rise and fall of the trolley; we are watching the automobile as a common carrier and view the aeroplane with distrust, but who can say that the plane is impractical for transportation uses? Today the automobile has driven the trolley from many city streets and combined with hard-surfaced highways has taken the suburban and short distance passenger from our railroads. With all these precedents in our evolution of transportation, it is not a hard stretch of the imagination to see all through passenger traffic—and this includes passengers, baggage, mail and express—forsake the rails for wings.

Now I want to make a few comparisons that deserve careful thought. We will discard the canal and electric trolley as obsolete and stop to consider the relative merits to our own community of the automobile, the plane and the railroad.

Back in 1900 we had every convenience of today except the automobile. Our city was prosperous and our merchants were doing a good business. A quarter of a century passes and what happens? Improved roads and automobiles invite the farmer and his wife—yes, and even the townsman and his wife—to motor to the big city and make their purchases. Punxsutawney is no exception; all our smaller cities, once the community center, have now become suburban to the big city and the local storekeepers are among the heavy sufferers. And when the inland city suffers the railroads suffer likewise. We seem to be on the verge of an economic readjustment and just what is going to be the result no one can foresee.

Railroad operation is not a bed of roses, for unlike manufacturing or merchandising, the railroads cannot pass on to the

consumer increases in taxation and operating costs. Flanked on one hand by governmental rate-fixing and on the other by governmental wage arbitration and kicked in the rear by ever-rising taxes, it is only by the most drastic economies in operation and maintenance that the railroads are able to exist. I say "exist" advisedly, for there is little profit and no cream in railroad financing. You have read of extra dividends and melon-cutting by big industries, but never of the railroads. As a matter of fact, the investors who put money into railroad securities expecting it to be a safe investment and return a reasonable rate of interest are receiving in return less in interest than the railroads have to pay in taxes.

The average hourly wage of railroad employes has since 1916 increased 125%; taxes have increased 145%; commodities needed by the railroads have likewise advanced, but the silent partner of the railroads, the man or woman who invests savings with the expectation of fair return, is lucky to get 4% on the dollar invested, and as a matter of social justice surely the railroads should be permitted enough to pay a fair dividend to the stockholders.

The net railway operating income of the Class I railroads for the entire year 1927 is estimated by Mr. Dunn, editor of the *Railway Age*, at about 1 billion 110 million dollars, or 120 million dollars less than 1926 and 30 million dollars less than 1925. This would mean that the railroads earned last year about  $4\frac{1}{2}$  per cent. on the money they have invested in their properties, as compared with 5.13 per cent in 1926; with 4.83 per cent. in 1925, and with 4.33 per cent. in 1924. These figures are based on a tentative valuation on which rates for freight and passenger fares are figured, purporting to give the railroads a fair return of  $5\frac{3}{4}$  per cent.

This valuation scheme was put through by Senator LaFollette, now dead, who figured that the railroads were heavily watered and that a true valuation (which he said would only cost a few hundred thousand dollars) would radically reduce transpor-



*View of the  $4\frac{1}{2}$  mile straight-line section on Section 19, near Mt. Jewett, Pa.*

—Photo. by A. E. Johnson, Section Foreman.

tation costs to the people. Now two things happened: This valuation work which has been in progress for 14 years and which is not yet complete, has clearly demonstrated that not only is there no water in railroad capitalization, but that they are actually under-capitalized! And the second feature is that instead of a few hundred thousand dollars, this valuation work has so far cost the Government 30 million and the railroads 95 million dollars, a total of 125 million dollars!

The tendency of regulation to restrict as narrowly as possible the return allowed to be earned actually tends to make rates high rather than low, because it hinders improvements in the properties essential to the greatest practicable economy in operation. This tendency of regulation is illustrated by the fact that the Transportation Act has now been in effect eight years; that only in 1926 have the railways as a whole come anywhere near earning what the Commission itself has held would

be a fair return; and that in 1927 their net operating income declined about \$130,000,000 and yielded a percentage of return less than in either 1926 or 1925. By combatting this restrictive tendency of regulation in the litigation regarding valuation and in other ways, the railways are simply struggling for the opportunity to render adequate service with the greatest practicable economy and at the lowest rates compatible with good service.

In spite of handicaps on all sides, our railroads have steadily progressed in the art of supplying transportation. Since 1921 they have returned 900 million dollars to the American shipper through lowered freight rates and since that same year they have saved American business untold millions of dollars by providing the fastest and most dependable and least expensive freight service in the world. As an example of this vast saving to shippers through adequate service, I want to give two illustrations: First, by citing the case of a large copper company who after careful investigation found that the improved freight time saved them enough annually in interest charges to pay their annual freight bill. Secondly, or rather putting this another way around, American business is no longer carrying large stocks of

material on hand with its accompanying carrying costs and consequent lack of rapid capital turnover. Supplies, material and merchandise are now ordered when needed, and today business has flexible capital and a more rapid turnover.

And so in closing I want you to leave here with this one thought firmly fixed in your mind—that it is transportation service and not rates which aids prosperity. You can't get milk by feeding the cow sawdust instead of bran, for in the last analysis it isn't what you pay, but what

you get in return for your money.

The railroads want to continue giving the present excellent service, but to do that they must have some relief from taxes and legislation, and these two items are in the hands of the business men of America.



*A game that never seems to grow old.*



*No. 6, the Pittsburgh flyer, snapped on the "Big Level" near Mt. Jewett, Pa., while doing 60 miles per hour. (Note absence of smoke.)*

—Photo. by A. E. Johnson, Section Foreman.

### Our Cover Picture

The Buffalo Creek First Aid Team shown on the cover of this month's magazine have made an enviable record for themselves in first aid work, as is evidenced by their trophies, which are the permanent property of the team along with other employees at that terminal. The members shown in picture, standing from left to right, are: Joseph Gwarek, electrician; Harold E. Tanner, machinist, and August Derion, machinist. Seated are Richard J. Forness (left), engine dispatcher, and Nicholas Kramer (captain), welder. The trophy Cups, from left to right in the picture, were awarded the team on the following occasions:

1. Won at Bradford, Pa., 1923, B. R. & P. Field Day. Best appearance in line of parade.
2. Won at Buffalo, 1926. Donated by Buffalo Chamber of Commerce to winner of First Aid Contest of the Buffalo Safety Club.
3. Won at Buffalo, 1920. Donated by Jeffry-Fells Co. to winner of First Aid Contest of the Buffalo Safety Council.
4. Won at Buffalo, 1923. Donated by Buffalo Chamber of Commerce to winner First Aid Contest of the Buffalo Safety Club.
5. Won at Du Bois, Pa., 1926, B. R. & P. Field Day. Best appearance in line of parade.
6. O. L. Landis Bowling Trophy, won by Buffalo Creek, 1925. Other Y.M.C.A. teams competing for this trophy were East Salamanca, Du Bois and Punxsy.

The most recent demonstration given by the Buffalo Creek team was in connection with the Fifth Annual First Aid Course, conducted by the Buffalo Chamber of Commerce, May 1st, Mr. E. V. Williams,

Supt. of Motive Power, is in receipt of the following letter of commendation on the work of the team, from William J. Guilbert, manager of the Safety Bureau of the Buffalo Chamber of Commerce:

BUFFALO CHAMBER OF COMMERCE

Founded in 1844

May 15th, 1928.

Mr. E. V. WILLIAMS,  
Supt. Motive Power,  
B. R. & P. Railway,  
Du Bois, Pa.

DEAR Mr. WILLIAMS:

We have just completed our Fifth Annual First Aid Course with an enrollment of approximately 150.

On Tuesday, May 1st, through the courtesy of Mr. H. E. Averill, we had with us the local B. R. & P. First Aid Team. The team gave demonstrations of the different methods of carrying an injured person with and without stretcher. Their work spoke of very fine training and the manner in which they performed was a credit to their instructors.

I want you to know that we appreciate very deeply the co-operation of the B. R. & P. Railway and congratulate you on the work of your First Aid Team.

With kindest regards, I am

Very truly yours,

THE SAFETY BUREAU,  
(Signed) William J. Guilbert,  
Manager.



*Mrs. Maude Collins  
of the  
Car Service Dept.,  
General Office.*

# John F. Dinkey, Auditor and Treasurer, Retires

*Terminates 47 Years at Financial Helm of our Company.*

On the retirement of Mr. John F. Dinkey, Auditor and Treasurer, from active railroad work, June 30th last, every member of our railroad family suffered a loss, for Mr. Dinkey has, aside from the responsibilities of his position, been a friend and counselor to us for 47 years.

It was in the reorganization of the Rochester and State Line Railroad in 1881 that Mr. Dinkey came to Rochester from New York and took hold of the accounting and finances of the Rochester and Pittsburgh Railway.\* At that time our rails extended from Rochester to Salamanca, 108 miles.

Thanks to Mr. Dinkey's keen judgment and his steady hand on the financial throttle, our little railroad grew from 108 miles to its present proud position of one of the best equipped, operated and maintained railroads in the East. Certainly a life's work to be proud of, and speaking for every employe on the system, we congratulate you, Mr. Dinkey, and extend our

heartfelt wish that your well earned years of ease from toil and worry will be filled with peaceful days and happy memories.

Before coming to the splendid tributes

from the men on the line, we know you will want to read a little of Mr. Dinkey's personal history. Born in South Easton, Pa., October 16, 1854, he graduated from the public school and went to the Eastman Business College at Poughkeepsie. In 1870 he became a clerk in the office of his father, who was Chief Burgess of South Easton. In 1873 Mr. Dinkey became chief clerk in the executive



**John F. Dinkey**

office of the New York Elevated, where he worked until coming to Rochester. Mr. Dinkey was active in forming our Railroad Y. M. C. A. and in 1926 was honored with the presidency of the Rochester Chamber of Commerce. He is a member of the Archaeological Society, Morgan Chapter; the Izaak Walton League of America; Rochester Historical Society; American Academy of Political Science; American Railway Accounting Officers Association; the American Railway Treasurers Officers'

\*For reference of this early history, see pages 1 to 6, in our magazine of Dec., 1920.



Association, and a life member of the Palestine Commandery, Knights Templar, of New York City.

### An Appreciation From Railroad "Y"

June 29, 1928.

WHEREAS Mr. John Franklin Dinkey, Auditor and Treasurer of the B. R. & P. Ry. Co. and Chairman of the Y. M. C. A. System Committee, will retire from active service June 30th under the pension rules of our Company: WHEREAS the long and intimate relationship maintained with him in connection with our Association makes it eminently befitting that we record our appreciation of him.

THEREFORE, resolved that the wisdom, friendliness and ability which he has exercised in the aid of our movement by council, service and contributions, be held in grateful remembrance. It is our hope that he be rewarded with good health and see the best years of his life in future service, promoting uplifting organizations, and we covet his continued friendliness.

RESOLVED, that the retirement of such a man from active service, leaves a vacancy that will be deeply realized by all the members and friends of our organization.

RESOLVED, that a copy of these resolutions be spread on the minutes of the next regular board meetings and a copy be sent to the Editor of *Railway Life* for publication.

This action is by the recommendation of the Y. M. C. A. Branch Committee at Buffalo Creek Jct., N. Y., Salamanca, N. Y., Du Bois, Pa., and Punxsutawney, Pa.

|               |                          |
|---------------|--------------------------|
| E. F. RYAN,   | STEPHEN GREEN,           |
| R. G. TATE,   | JAMES GRATTON,           |
|               | <i>Chairmen;</i>         |
| O. L. LANDIS, | <i>System Secretary.</i> |

(A tribute to Mr. Dinkey, written by  
J. A. WHITNEY, Agent, East Salamanca, N. Y.)

### To John F. Dinkey Our Beloved Auditor and Treasurer

For nearly half a century,  
He saw our railroad grow,  
Expanding from the "R. & P."  
To take in Buffalo.  
Then South in Pennsylvania,  
Our road spread mile by mile,  
To terminate in Pittsburgh, where  
We rested for a while.

Our Indiana Branch was built  
To reach large mines of coal  
And serve a lot of towns, and then  
New Castle was our goal.  
We then acquired the Silver Lake  
And built two mammoth ships  
To ferry cars to Canada  
From Genesee Dock slips.

Our engineers got on the job,  
They straightened curves galore,  
The main was double-tracked with rail  
Of a hundred pounds or more.  
Old bridges were replaced with new,  
New stations built of brick,  
Stone ballast used on roadbed made  
Our railroad clean and slick.

Both signal blocks and telephones  
Safeguarded every train,  
Our service was our special pride  
We fought hard to maintain.  
Steel coaches, observation cars,  
Made travel a delight,  
While sane schedules made for Safety  
And Service, day and night.

Down through the years in peace and war,  
Each dollar earned or spent,  
Was rigidly accounted for  
And balanced to a cent.  
Now after half a century,  
Of meeting every test  
Successfully, he's called upon  
To take a well earned rest.

His influence for good, his works,  
His kindly, helpful way,  
This legacy he leaves to us,  
To guide us, day by day.  
Good health, good friend, and happiness,  
Is what we wish for you,  
May the coming years deal kindly  
And all your dreams come true.

—From All of Us.

# Headstones or Milestones-Which?

By Herbert A. Rowe\*

*Is the motoring public learning to "Cross Crossings Cautiously?" Crossing crashes for 1927 showed a reduction of 281 as compared with the previous year, with a net saving of 120 lives.*

**A** RAILROAD crossing accident is regarded as "news" and often takes on an importance out of proportion to its results. The loss of one or more lives in an automobile mishap on street or highway, equally as serious and ten times as common, causes much less comment by the public. Such are the fortunes of fate, however, that railroads must bear the opprobrium of crossing accidents while the acts of the heedless and careless highway traveler apparently are condoned.

Railroad-highway crossing accidents are preventable. Railroad employee fatalities were reduced from 3,419 in 1918 to 1,666 in 1926, a total of 51 per cent. This reduction resulted from a study of the causes of accidents and organized co-operative efforts directed toward their prevention by railroad officers and their millions of employees. Similar studies are helpful in quasi-public accidents, although remedies are admittedly more difficult of enforcement.

\*Claims Attorney, The Delaware, Lackawanna & Western Railroad; Chairman, Committee on Prevention of Highway Crossing Accidents, Safety Section, American Railway Association.

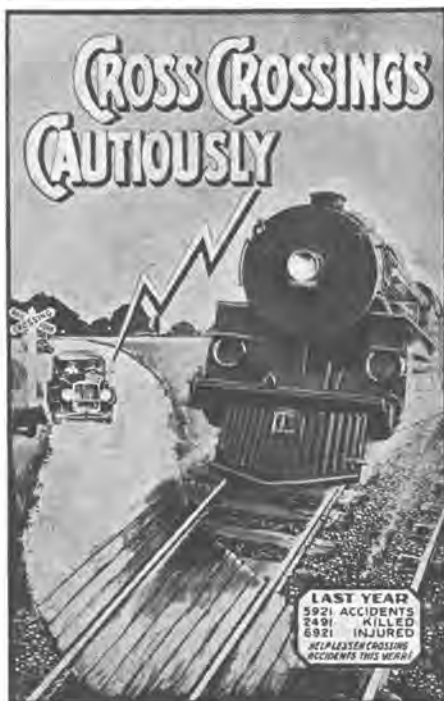
Paying the bill for the elimination of 1,254 railroad crossings in 1926 at a total cost of \$94,000,000 and still closing that year with a net increase of 1,457 crossings, was disheartening to those interested

in reducing the hazards at our 235,158 railroad-highway intersections. We must also consider that there were registered on December 31, 1927, more than 23,125,000 automobiles having a corresponding number of drivers. We must also bear in mind that from one to two million automobiles and drivers are being added annually.

## REDUCED CASUALTIES

However, in spite of the increased number of potential hazards, railroad crossing accidents were fewer in 1927 than in 1926; there were

5,640 accidents, 2,371 deaths, and 6,613 injuries, a net saving of 281 accidents, 120 lives, and 378 injuries. These results are to the credit of the American railways and various co-operating agencies, and are due also to the common sense of vast numbers of drivers, although in some instances dumb luck on the part of drivers may have played its part. Literally millions of ve-

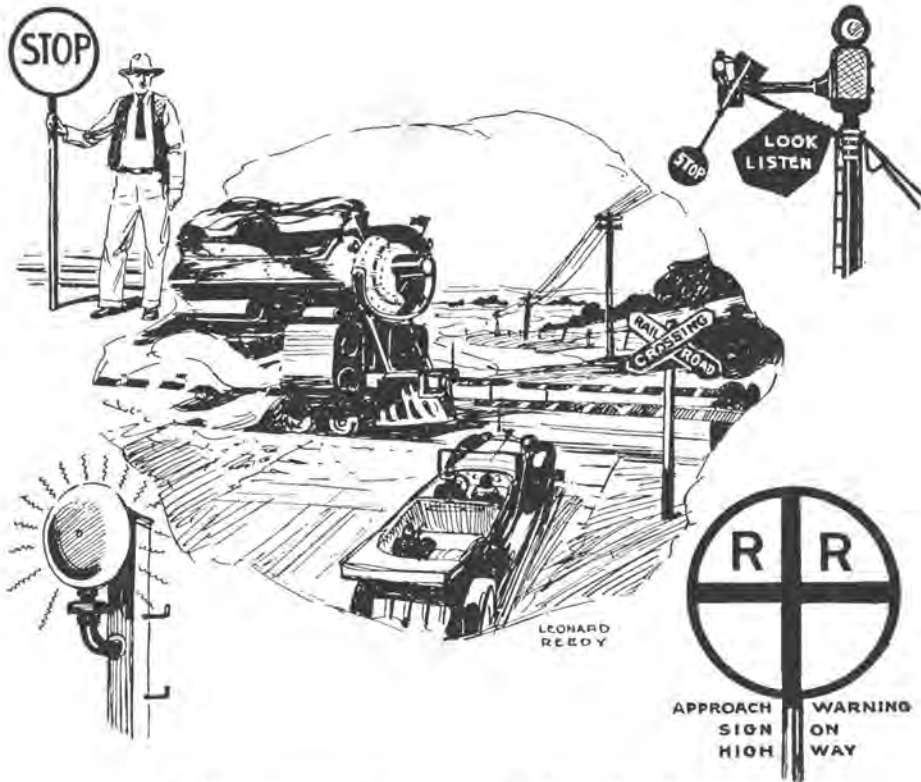


*The 1928 Careful Crossing Poster.*

hicles and pedestrians cross railroad tracks with but 6.5 persons killed and 18 persons injured daily.

In 1913 there were 1,258,062 automobiles registered. That year 1,125 persons lost their lives and 3,080 were injured at railroad crossings. In other words, one

highway by over or under passes eliminates the class of accidents under consideration. Such work should continue in an orderly and consistent manner. But much the same end can be attained in some instances by the consolidation of two or more crossings, re-routing of highways,



*All of these cautionary devices mean one thing—Stop, Look, Listen!*

person was killed for every 1,118 automobiles and one was injured for every 408 automobiles registered. In 1927 the situation improved, so that one person was killed for every 9,753 automobiles and one was injured for every 3,497 automobiles. Knowledge of preventive measures and their application has played an important part in this result.

#### PREVENTIVE FACTORS

The separation of the railroad from the

restricting the establishment of new crossings, diverting traffic to protected crossings, providing automatic protection where volume of railroad and highway traffic warrants, etc.

Existing laws should be enforced for the protection of the highway traveler. Caution should be the rule at crossings. The incautious should be made to feel the force of adverse public opinion. The reckless should be denied the privilege of driving.

The best immediately available safeguard at crossings is, perhaps, the training of all drivers and riders in automobiles to identify and recognize signs and signals, and to weigh their significance properly.

## ADVERTISING THE CROSSING'S PRESENCE

Several devices to warn motorists at railroad crossings are in common use. Let us become familiar with them.

Many states have adopted what is known as the approach or advance warning sign, usually placed 200 to 300 feet from the crossing.

Highway markings on the surface of the road approaching a railroad crossing, usually indicating the angle at which the tracks cross the highway are also common.

Of course, the cross-buck sign is the customary fixed device at the crossing, although some states vary the form of this practical warning.

The flagman, with his familiar "STOP" sign, flag, or lighted lamp is well known to all of us.

The lowered or closed crossing gate with its barred arms is a barrier, not a warning only.

The crossing bell gives aural notice. The day or night flasher signal and the wig-wag are extremely effective warnings and, when operating, mean *stop*.

Any sound from an engine whistle, either steam or air, serves the cause of safety as does also:

- The ringing of the engine bell;
- The rays from the engine headlight;
- The rumble and clank of trains, or
- The very rails themselves.

These are all definite and positive indications to the thoughtful driver of the existence of danger and suggest the exercise of more than ordinary care. Precaution will *prevent* an accident. The lack of caution is fraught with dire consequences and brands the driver as a criminal.

The nomadic tendency of motorists makes uniform standard signs, signals, rules and practices imperative throughout the nation. Recognizing this necessity, the National Conference on Street and Highway Safety has set up model laws

and codes for states and municipalities. These laws and codes have already been adopted by ten states and are the subject of legislative consideration in many others. State statutes which are similar in essen-



*Day and Night Flasher Signal*

tials, are being modified in details, thus preparing the way for a common understanding of rights and duties. All such efforts to attain uniformity should be heartily encouraged.

## PUBLIC COST PARTICIPATION

More and more it is being recognized that nation wide consideration must be given to the crossing question. The vast volume of highway travel over our 3,000,000 miles of roadway is impressing the public mind with the fact that states and municipalities are vitally interested. There is a growing tendency to accept the principle of public participation in the cost of grade-crossing separation and protection, as a practical proposition and public duty. Highway traffic exceeds the railroad traffic at most intersections. It is the public which enjoys the use of the highways, suffers the loss of life and limb, and bears the consequent sorrow of crossing accidents.

Public financial co-operation with the railroads makes possible crossing separations which could not be accomplished otherwise. Progress in such separations is



usually proportionate to the share of expense borne by state, county or municipality. If the saving of lives of citizens means anything to communities, surely these communities should recognize their honorable burden under the circumstances.

#### YOU CAN HELP

The railroads of the country are issuing this year an attractive poster in the Careful Crossing Campaign. These posters are intended for display wherever public attention can be secured. Millions of copies of a crossing booklet, a convenient, informative presentation of the railroad crossing situation, will be available. You can join in the good work of life and limb saving by securing copies of the booklet from any railroad serving your community for distribution to your friends as well as for yourself.

#### THE SUPREME COURT'S DECISION

The Supreme Court of the United States, in a recent decision (the Goodman case) has pointed the way to the saving of hundreds of lives annually by arousing in the traveler a sense of responsibility for his own action in approaching a railroad crossing. It has set a standard of conduct for the driver's guidance. He must sense the situation—not rely upon inability to hear a train—must take definite action, and, if necessary, come to a stop in a safe place.

This decision by no means lessens the responsibility of railroads, as such duties are still imposed by statute and the common law. Railroads recognize the necessity for the continuation of every reasonable effort to prevent railroad crossing accidents, and will continue complying with their obligations.

After all, it may not be such a difficult task to prevent most railroad crossing accidents, once the driving public realizes

the danger and acts intelligently in the situation. "*A Train Is Coming*" is the only safe and sure mental attitude for a driver when approaching a railroad crossing. Expecting the presence of a train at the crossing insures necessary precautionary steps to avoid the hazard.

#### Expressions Applied

"I do not choose to run," said the silk stocking to the garter.

"Something must be done," said the bride as she smelled her biscuits burning.

"That's another story," said the bricklayer as he finished his day's work.

"Here's where I show my class," remarked the professor as he demonstrated the problem on the blackboard.

"That's a new one on me," said the monkey as he scratched his back.

"You've got no kick coming," said the bootlegger after he had sold a man a flask of cold tea.

"Here's where I shine," said the young man as he showed the tailor the places on his serge suit.

"You took the very words out of my mouth," said the singer to the phonograph record she had just made.

—The O. H. Silkworm.

#### Reach 'Round and Chalk

JUDGE—"How old are you?"

NEGRO WOMAN (on the stand)—"I'se 73, Jedge."

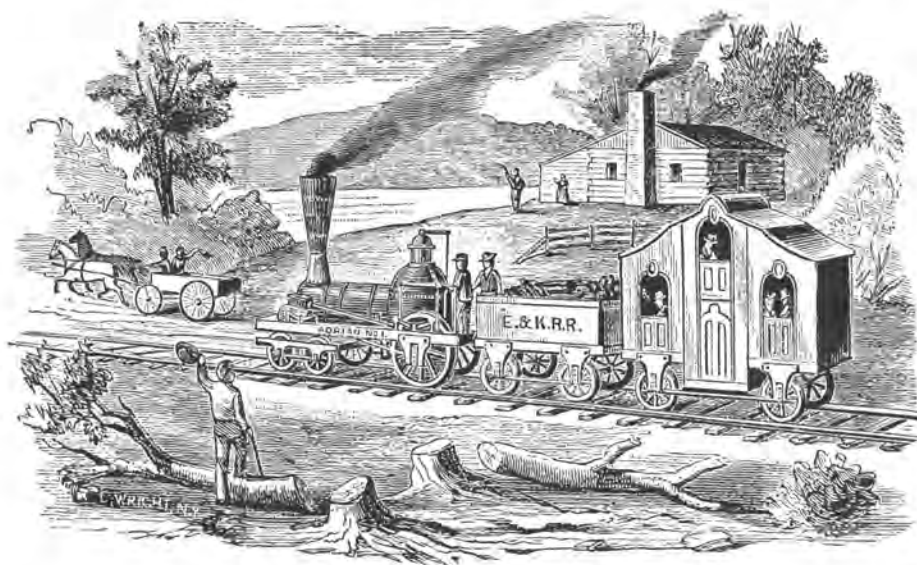
JUDGE—"Mandy, you don't look 73."

NEGRO WOMAN—"I'se sure, Jedge."

After a few minutes, the trial was interrupted by Mandy: "Jedge, suh, I was wrong when I said my age was 73. That's my waist measure."

—Pipe Progress.

# A "Gothic Palace Car" of 1837



The early days of railroading produced some curious passenger coaches, mostly of the type of the passing stage coach. But this one—the "Gothic" car of the old Erie & Kalamazoo—somewhat resembles a peregrinating church on wheels. It was the "pleasure car" of the directors and took the rails in 1837, and the picture was taken from the *Railway Age*, of Dec. 25,

1884. The car when full held 24, eight in each compartment. The lower middle door opened from a place for stowing baggage, and the middle section projected a few inches wider than the end section. Incidentally, the Erie & Kalamazoo ran between Toledo and Adrian, 33 miles, and the locomotive shown was No. 80 of the Baldwin Works.

—Courtesy the Pullman News.

## In the Days Before the Railroads

14 March, 1848—Nashville stage half day late because of heavy roads. Sold almost nothing in store today. Finished housing my spring and summer goods tonight. Madison Davis bought them for me in Philadelphia in January. Took less time to get here than ever before, because boat encountered no freezes in headwaters of Ohio, and that river was high so they ran over the falls, which saved transferring goods at Louisville. Came on same boat to Bowling Green. Bargained with Ezra Polter to haul goods from B. Green to here. He



*In The Days Before The Railroads!*

wanted ten dollars. I remonstrated, saying that was his charge to Horse Cave. He was adamant. It took six loads. Wagons broke down thrice.

—From an old diary.

# The Rheingold Express

## A New DeLuxe German Express Train

**T**O accommodate international travel through the Rhine valley, the German Railroads Company has just inaugurated the "Rheingold Express," a new express train service which

service. Their appointments are somewhat along the general lines of American parlor cars, although with a number of striking innovations which make for comfort and refinement. They contain combination



*Cars of the "Rheingold" Express, crack train of the German railroads, are painted a bright lavender, with window frames in creme and silver-grey roofs.*

not only represents the last word in comfort and elegance in European travel, but also establishes the fastest connections from London, Hook of Holland and Amsterdam, or from Switzerland and Italy, to the Rhineland, and is the quickest direct service from England and Holland to Germany, Switzerland and southern Europe.

"Rheingold" is the very befitting name given the trains run on this route. This new crack train which carries first and second class only, attains a speed of about 60 miles and covers the distance between Hook of Holland and Basle in 11 hours, reducing traveling time from London to Lucerne to 24 hours.

The cars of the "Rheingold" trains, the first completed set of a series being built by the German Railroads Company especially for fast express service, are all-steel and are the largest in the German railroad

salon-dining rooms and, in the first class, additional intimate compartments for two and four passengers. The seats are heavily upholstered and, with their high backs, exceedingly comfortable. They consist of revolving armchairs in the first and of stationary individual and twin-seats in the second class. All seats are arranged in groups of two and four, around elegant small tables, at which meals and refreshments are served, saving the passengers the inconvenience of going to a separate dining room. A separate kitchen is provided for each two cars by the Mitropa dining car company, which also furnishes the personnel for serving the passengers.

The inner decorations of the cars, from the general color schemes to the designs of the plush seat covers and carpets, are the work of well-known German artists. A special feature of the decorations is that no two cars are alike in upholstery,

tapestry or color combinations. Passengers are free to select their cars, choosing those which best suit their taste.



*Coach of the first class on the German Railroads. No two coaches are alike in interior decoration or furnishing, passengers choosing car which best suits their taste.*

As much attention as to the aesthetic has been paid to hygienic details. The wash rooms have running hot and cold water. Special systems for ventilation without the possibility of draft and for heating both by steam and electricity add to the comfort of the travelers. Ample provision is made for the storing of luggage, in a special baggage compartment in each car as well as in the salons and compartments.

In accord with the inner equipment is the outer appearance of the Rheingold express. The cars are painted a bright lavender, with cream window frames and a silver gray roof.

Customs and passport inspection are carried out with the least possible inconvenience to patrons, who do not have to leave their cars for the inspections, nor to lose time on their account, these formalities being attended to on the train during the voyage between Zevenaar and Duisburg at the Dutch-German border and in Basle at the German-Swiss frontier. The locomotive which, with the tender, is 21 meters long, holds 27 cbm of water and 8,5 t coal, is changed but once

on the 700 km run through Germany.

The Rheingold Express runs daily between the Hook of Holland (6:50 a. m.) and Basle (6:32 p. m.) A separate section is run from Amsterdam (7:35 a. m.) and attached in Utrecht to the main train coming from Hook of Holland. From July 1st to September 10th, the Rheingold is run beyond Basle to Lucerne, while during the rest of the year good connection



*Coach, second class, on the "Rheingold" Express of the German Railroads. Meals are served right in coach by use of conveniently built-in tables.*

from Lucerne is provided in Basle. From London, direct transfer to the Rheingold is provided for at Hook of Holland. En route through the Rhine valley, provision has been made for direct connections to the international resorts and tourist districts, such as Wiesbaden, Frankfurt, the Black Forest, Baden-Baden, Karlsruhe and Munich.

Surcharge for the use of this train de luxe is merely nominal, being 3 marks (about 72 cents) for the first and 2 marks (48 cents) for the second class additional to the regular fare for fast express trains.

## And Mother's Doing Finely

Quotations from school examination paper: "George Washington married Mary Curtis and in due time became the father of his country."



# A Dad Talks to His Boy

*(This touching reverie of a dad, as he stands over the bed of his son, is so sincere and revealing that we are glad to give it space in this magazine for the benefit of all the fathers and all the lads on the Buffalo, Rochester and Pittsburgh Railway. The article has been copied in many magazines and the author's name has been lost during some of the reprints, but it is universal in its application, and worthy of being followed as a maxim by all the fathers and mothers everywhere.)*

"LISTEN, SON: I am saying this to you as you lie asleep, one little paw crumpled under your cheek and the blond curls stickily wet on your damp forehead. I have stolen into your room alone. Just a few minutes ago, as I sat reading my paper in the library, a hot, stifling wave of remorse swept over me. I could not resist it. Guiltily I came to your bedside.

"These are the things I was thinking, son: I had been cross to you. I scolded you as you were dressing for school because you gave your face merely a dab with a towel. I took you to task for not cleaning your shoes. I called out angrily when I found you had thrown some of your things on the floor.

"At breakfast I found fault, too. You spilled things. You gulped down your food. You put your elbows on the table. You spread butter too thick on your bread. And as you started off to play and I made for my train, you turned and waved a little hand and called, 'Good-bye, Daddy!' and I frowned, and said in reply, 'Hold your shoulders back.'

"Then it began all over again in the late afternoon. As I came up the hill road I spied you, down on your knees playing marbles. There were holes in your stockings. I humiliated you before your boy friends by making you march ahead of me back to the house. Stockings were expensive—and if you had to buy them you would be more careful! Imagine that, son, from a father! It was such stupid, silly logic.

"Do you remember, later, when I was reading in the library, how you came in, softly, timidly, with a sort of hurt, hunted look in your eyes? When I glanced up over my paper, impatient at the interruption, you hesitated at the door. 'What is it you want?' I snapped.

"You said nothing, but ran across in one tempestuous plunge, and threw your arms around my neck and kissed me, again and again, and your small arms tightened with an affection that God had set blooming in your heart and which even neglect could not wither.

And then you were gone, pattering up the stairs.

"Well, son, it was shortly afterwards that my paper slipped from my hands and a terrible sickening fear came over me. Suddenly I saw myself as I really was, in all my horrible selfishness, and I felt sick at heart.

"What has habit been doing to me? The habit of complaining, of finding fault, or reprimanding—all of these were my rewards to you for being a boy. It was not that I did not love you; it was that I expected so much of youth. It was measuring you by the yardstick of my own years.

"And there was so much that was good, and fine and true in your character. You did not deserve my treatment of you, so. The little heart of you was as big as the dawn itself over the wide hills. All this was shown by your spontaneous impulse to rush in and kiss me good night. Nothing else matters tonight, son. I have come to your bedside in the darkness, and I have knelt there, choking with emotion, and so ashamed!

"It is a feeble atonement. I know you would not understand these things if I told them to you during your waking hours, yet I must say what I am saying. I must burn sacrificial fires, alone, here in your bedroom, and make free confession. And I have prayed God to strengthen me in my new resolve. Tomorrow I will be a real daddy! I will chum with you, and suffer when you suffer and laugh when you laugh. I will bite my tongue when impatient words come. I will keep saying as if it were a ritual: 'He is nothing but a boy—a little boy!'

"I am afraid I have visualized you as a man. Yet as I see you now, son, crumpled and weary in your cot, I see that you are still a baby. Yesterday you were in your mother's arms, your head on her shoulder. I have asked too much, too much.

"Dear Boy! Dear little son! A penitent kneels at your infant shrine, here in the moonlight. I kiss the little fingers and the damp forehead."

# With Our Railroad "Y's"

## Du Bois, Pa.

By C. A. KIRKER

Whew! Smells like paint. Yes, it did, but not any more; that was on account of the Art Gallery. Art Gallery? Yes, our basement was painted and re-finished; looks pretty nice. Come in and give it the once over. You won't soil your clothes now, because the paint is dry.

William Riley, engineer, Pittsburgh Division, who has been on the sick list, has recovered and is back at the throttle again and takes his usual afternoon rest in the "Y."

Fred Hewitt, who has been away from the Butler-to-Du Bois route, is back at his old job again on 18 and 19 and says everything still looks natural.

I wonder what all the buzzing and flying around in the System Office is for? Oh, you might know, Ethel Dunn is getting ready for her vacation. Be sure you pack those water wings in your trunk. Ethel, 'cause we don't want you to swallow the lake.



Millard  
Schuppenhauer,  
son of Mr. and  
Mrs.  
Schuppenhauer.  
Dad is track-  
walker at  
Ashford, N. Y.



"Slick" Henchen as he looks up in the Canadian North Woods, where he and two other "nature hounds" lost a battle to the black flies and mosquitoes.

## Buffalo Creek

By the B. & M. TWINS

The Buffalo Creek Y. M. C. A. held its annual outing on the 12th of last month at Camp Whitford. We can only make mention of it in this issue account it being too late for notes after the 12th of the month. However, a full report of the various antics that happened will be made in the next issue. Ed. Knarr, secretary, will be in charge of the eats, while Nicholas Kramer will have charge of the social end of it.

### TO ALL B. R. & P. EMPLOYEES

I wish to express my sincere thanks for the kindness shown me in my recent illness.

JAMES BOUTWELL,  
Gainesville, N. Y.



### Conductors Attend O. R. C. Convention

Having just returned from the O. R. C. Convention at Jacksonville, Fla., I thought you might wish to hear the opinion of the

There are wonderful improvements in roads and some of the nicest drives in the States, and I advise any of our employes who contemplate driving through that country not to miss the Victory Drive



*The O. R. C. Home on Oatland Is., Savannah, Ga.*

B. R. & P. employes that attended this convention in the Sunny South. The following conductors and their wives were present: R. L. Decker and wife, Rochester Division; C. H. Merkt, Buffalo Division; F. H. Evans and wife, Middle Division; W. B. Evans and wife, J. E. Brogan and wife, and myself and wife, of the Pittsburgh Division, and they all join me in saying it was one of the most enjoyable trips we have ever taken. The railways of the South left nothing undone in the line of excursions and sightseeing for the delegates and visitors, and while I can see a vast improvement in the railways of the South in the past twenty years, they have not as yet excelled our own property.

through the City of Savannah, Ga. This covers part of Sherman's ride from Atlanta to the sea, and while in that vicinity drive out to Oatland Island and visit the Order of Railway Conductors International Home that was opened last November. This is a home for conductors, their wives and widows, who through the misfortunes of this life have to avail themselves of a home of this kind in their declining years, and I wish to say they will enjoy all the comforts of home life. We had a very successful and harmonious meeting and wish to thank our officers for furnishing us transportation to the different points we wished to go.

WILLIAM TROAN.

### Veterans to Meet

The next quarterly meeting of the Veterans Association will be held at Rochester, N. Y., Sept. 22nd, in the General Office Building.

### VETERANS OUTING

Silver Lake

Saturday, August 18

Plan to Come



*No place like home! William ("Bill") Evans arriving in Punxsutawney from Jacksonville, Fla., after attending O. R. C. Convention, May 29th, 1928.*



*Leo K. Raher, division office clerk at Punxsutawney, proudly displaying the 2½ lb. brown trout which he caught while fishing a stream in the Penfield Mountains.*

### The Bridge of Hope

"An old man, going a lone highway,  
Came at the evening, cold and grey,  
To a chasm vast and deep and wide.  
The old man crossed in the twilight dim,  
The sullen stream had no fear for him;  
But he turned when safe on the other side,  
And built a bridge to span the tide.  
'Old man,' said a fellow pilgrim near,  
'You are wasting your strength when building here,  
Your journey will end with the ending days;  
You never again will pass this way.  
You have crossed the chasm, deep and wide,  
Why build you this bridge at eventide?'  
The builder lifted his old, grey head;  
'Good friend, in the path I have come,' he said,  
'There followeth after me today  
A youth whose feet must pass this way.  
This chasm, that has been as naught to me,  
To that fair-haired youth may a pitfall be;  
He, too, must cross in the twilight dim—  
Good friend, I have built this bridge for him.' "





### Butler Junction

By H. J. BARBARY

The first quarter of the Y. M. C. A. Industrial Baseball League is just about completed, with the B. R. & P. team striving to hold second position. Our team has been playing heads-up baseball and by virtue of a victory over the Valvoline Oil Works, leaders in the Industrial League, were tied for first position. Brophy, our speed ball artist, was in fine form, also Covert for the Valvoline, which resulted in a hot battle, ending with a score of 1 to 0 in favor of the B. R. & P. team.

All the teams are playing snappy, fast baseball and no games are in the bag until the last inning has been played. Without a doubt there will be several changes in the standings of the teams at the end of the first half; so into it with lots of "pepper," boys and hang on to the first division.

Spirited contests with horse shoes are on the up and up at Butler Junction. Daily the clank of metal resounds from the courts, thrilling all true lovers of the barnyard pastime. It is nothing to see calipers and other measuring instruments brought into play to decide a close game. Plans are now under way for a grand tournament—with prizes, and how! Entrants appearing in "meadow pants" shall be barred, as it deflects the old time sentiment connected with this game. We understand that several have invested in same at the roundhouse, also that six-foot car

inspectors shall stand two feet behind the peg to pitch.

What true lover of sport could crave more than a hot contest. Try and beat this one:—Robinson, Butler Junction, and Averill, Buffalo Creek, in a ticket selling contest, and we might raffle off the courthouse for the occasion.



Bob Maybee posing as Tom Mix. Bob is the son of P. L. Maybee, System Secretary of the Athletic Association, at Rochester.

### Rochester Terminal Division

The "Pig-in-Poke" golf tournament conducted by the local division resulted

in a tie between Charlie Mandia of Lincoln Park and Ralph Hagerman of the Freight Traffic. It is presumed the prize, which is an iron club, will be split between them. Charlie's net after deducting the blind handicap was 89, while Ralph counted 93. The winning number was 91 or closest thereto. The field of contestants was reduced considerably account of the excessive heat on the closing date of the tournament, Monday, July 9th.

### Belated Passenger Uses Plane to Catch Steamer

For the first time in Great Lakes transportation history a passenger transfer from seaplane to vessel was accomplished on July 10th, 1928, when Earl L. Farmer,

alighted gracefully on the water and taxied up to the stern. Here the belated passenger was safely transferred to the boat, which then continued on its course to Cobourg, the plane returning to Rochester.

### Try It Yourself

A man with an uncanny mania for juggling with figures placed a pad of paper and a pencil in his friend's hands, and said:

"Put down the number of your living brothers. Multiply it by two. Add three. Multiply the result by five. Add the number of living sisters. Multiply the result by ten. Add the number of dead brothers and sisters. Subtract 150 from the result.

The friend did as directed.

"Now," said the other with a cunning



*Left—The S.S. Ontario No. 1 receiving her aerial passenger.*

*Right—The passenger transfer safely effected, plane and ship continue on their way.*



aerial photographer, overtook and boarded the S. S. Ontario No. 1 from the seaplane of Donald L. Woodward of Le Roy, N.Y. The steamer was about 15 miles off the American shore when Captain Sam McCaig sighted a seaplane overtaking his craft. In a few minutes the plane, after circling the boat and signalling it to stop,

smile, "the right figure will be the number of deaths, the middle figure of the number of living sisters, and the left-hand figure the number of living brothers." So it was!

"What do the three balls in front of a pawn shop mean?"

"Two to one you won't get it back."

## Hitting The Ball

*These good runs are credited to the hearty co-operation of all concerned and are a commendable testimonial of ability to make our slogan "Safety and Service" favorably known to satisfied shippers.*

### Rochester Division

Following is a list of good runs on the Rochester Division during the month of June, 1928:

June 5th—1st No. 30, Conductor Wooden, Engineer Schimley, engine 431 (engine 405, Engineer Griner, assisting, East Salamanca to Gainesville), 55 loads, 3,243 tons, made trip in 5 hours and 42 minutes.

June 5th—2nd No. 30, Conductor F. S. Henry, Engineer Strohman, engine 435 (engine 416, Engineer T. Brennan, assisting, East Salamanca to Gainesville), 55 loads, 3,243 tons, made trip in 5 hours and 53 minutes.

June 6th—1st No. 34, Conductor Morrow, Engineer Wolf, engine 411 (engine 402, Engineer J. Collins, assisting, East Salamanca to Gainesville), 53 loads, 3,247 tons, made trip in 6 hours and 30 minutes.

June 6th—No. 30, Conductor McGill, Engineer Habecker, engine 422 (engine 416, Engineer T. Brennan, assisting, East Salamanca to Gainesville), 54 loads, 3,240 tons, made trip in 6 hours and 15 minutes.

June 8th—1st No. 34, Conductor R. Kelly, Engineer Nolan, engine 441 (engine 416, Engineer T. Brennan, assisting, East Salamanca to Gainesville), 60 loads, 3,558 tons, made trip in 6 hours and 55 minutes.

June 8th—1st No. 30, Conductor Wooden, Engineer Wells, engine 434 (engine 414, Engineer Griner, assisting, East Salamanca to Gainesville), 54 loads, 3,242 tons, made trip in 5 hours and 47 minutes.

June 9th—1st No. 30, Conductor Schieffelin, Engineer Burns, engine 410 (engine 416, Engineer T. Brennan, assisting, East Salamanca to Gainesville), 57 loads, 3,248 tons, made trip in 6 hours and 5 minutes.

June 10th—2nd No. 30, Conductor McGill, Engineer Wells, engine 434 (engine 416, Engineer T. Brennan, assisting, East Salamanca to Gainesville), 56 loads, 3,245 tons, made trip in 5 hours and 44 minutes.

June 10th—3rd No. 30, Conductor Y. Henry, Engineer J. Kelly, engine 430 (engine 402, Engineer J. Collins, assisting, East Salamanca to Gainesville), 54 loads, 3,248 tons, made trip in 5 hours and 41 minutes.

June 14th—1st No. 30, Conductor Baker, Engineer Harris, engine 427 (engine 402, Engineer J. Collins, assisting, East Salamanca to Gainesville), 53 loads, 3,246 tons, made trip in 6 hours and 15 minutes.

June 14th—2nd No. 30, Conductor Warner, Engineer Wells, engine 434 (engine 414, Engineer A. Dry, assisting, East Salamanca to Gainesville), 57 loads, 3,248 tons, made trip in 6 hours and 14 minutes.

June 15th—1st No. 22, Conductor Simpson, Engineer J. Kelly, engine 430 (engine 405, En-

gineer Griner, assisting, East Salamanca to Gainesville), 56 loads, 3,244 tons, made trip in 5 hours and 57 minutes.

June 17th—2nd No. 30, Conductor Gray, Engineer Harris, engine 427 (engine 402, Engineer J. Collins, assisting, East Salamanca to Gainesville), 53 loads, 3,239 tons, made trip in 6 hours flat.

June 22nd—3rd No. 30, Conductor Nacey, Engineer J. Kelly, engine 430 (engine 402, Engineer J. Collins, assisting, East Salamanca to Gainesville), 59 loads, 3,246 tons, made trip in 5 hours and 10 minutes.

June 29th—2nd No. 30, Conductor Smith, Engineer Wolf, engine 411 (engine 416, Engineer T. Brennan, assisting, East Salamanca to Gainesville), 54 loads, 3,245 tons, made trip in 6 hours and 2 minutes.

June 30th—1st No. 30, Conductor Dumphy, Engineer Gage, engine 404 (engine 416, Engineer T. Brennan, assisting, East Salamanca to Gainesville), 55 loads, 3,243 tons, made trip in 6 hours and 15 minutes.

### Middle and Pittsburgh Divisions

June 1st—Extra 716-724, Conductor Woomer, Engineers Smiley and Robinson, ordered out of Rikers at 1:03 p. m., to Lucerne and return, tied up at 7:36 p. m., handled 45 empties south, 65 loads, 3,791 tons north—6 hours, 33 minutes.

June 1st—Extra 719-713, Conductor Taylor, Engineers Kelley and Sweeney, ordered out of Rikers at 2:03 p. m. to Iselin and return, tied up at 9:10 p. m., handled 51 empties south, 62 loads, 3,728 tons north—7 hours, 7 minutes.

June 2nd—Extra 719-713, Conductor Taylor, Engineers Ellinger and Kelley, ordered out of Rikers at 2:03 p. m. to Iselin and return, tied up at 8:58 p. m., handled 57 empties south, 62 loads, 2 empties, 3,771 tons north—6 hours, 55 mins.

June 2nd—Extra 754, Conductor Gibbons, Engineer Wheeler, ordered out of Rikers at 6:02 a. m., on the pit at East Salamanca at 2:01 p. m., handled 59 loads, 3,705 tons—7 hours, 59 minutes.

June 2nd—Extra 741, Conductor Rawson, Engineer Edwards, ordered out of Rikers at 9:42 a. m., on the pit at East Salamanca at 5:33 p. m., handled 60 loads, 3,705 tons—7 hours, 51 minutes.

June 2nd—Extra 751, Conductor E. J. Nugent, Engineer Rebling, ordered out of Rikers at 3:32 p. m., on the pit at East Salamanca at 11:20 p. m., handled 63 loads, 3,720 tons—7 hours, 48 minutes.

June 2nd—Extra 734, Conductor Oyler, Engineer Wheeden, ordered out of Rikers at 5:32 p. m., on the pit at East Salamanca at 1:27 p. m., handled 59 loads, 3,694 tons—7 hours, 55 minutes.

June 3rd—Extra 749, Conductor Hotchkiss, Engineer Houseman, ordered out of Rikers at 2:12 p. m., on the pit at East Salamanca at 9:37 p. m., handled 59 loads, 3,720 tons—7 hours, 25 minutes.

June 3rd—Extra 748, Conductor Finton, Engineer Kohlmeier, ordered out of Rikers at 4:12 p. m., on the pit at East Salamanca at 11:13 p. m., handled 62 loads, 3,715 tons—7 hours, 1 minute.

June 3rd—Extra 372-381, Conductor Woomer, Engineers Ogden and C. D. Kerr, ordered out of Glenwood at 10 a. m., on the pit at Rikers at 5:55 p. m., handled 37 loads, 17 empties, Glenwood to NZ, and 51 loads, 17 empties, NZ to Punxsutawney—7 hours, 55 minutes.

June 4th—Extra 445-442, Conductor Slick, Engineers Reams and Ellinger, ordered out of Rikers at 7:44 p. m. to Clearfield, left Rikers at 8:20 p. m. with 27 loads, 7 empties, 1,630 tons, picked up 41 loads, 2 empties, 2,610 tons at D.C., total 68 loads, 9 empties, 4,240 tons, arrived at Clearfield 11:25 p. m., left 12:53 a. m. with 13 loads, 58 empties, tied up at Rikers at 3:35 a. m., had Pusher 707, Engineer Braund, D.C. to Rockton—7 hours, 51 minutes.

June 5th—Extra 717-733, Conductor Underwood, Engineers Flick and Johnson, ordered out of Rikers to Yatesboro and return at 8:21 p. m., tied up at Rikers at 4:06 a. m., handled 90 empties south, 63 loads, 3,800 tons north—7 hours, 15 minutes.

June 6th—Extra 723, Conductor Gibbons, Engineer Cullis, ordered out of Rikers at 4:02 p. m., on the pit at East Salamanca at 11:41 p. m., handled 62 loads, 3,670 tons—7 hours, 39 minutes.

June 5th—Extra 717-733, Conductor Meadows, Engineers Reams and Smith, ordered out of Rikers at 8:41 p. m. to Yatesboro and return, tied up at Rikers at 4:02 a. m., handled 69 empties south, 63 loads, 3,800 tons north—7 hours, 21 minutes.

June 7th—Extra 716-445, Conductor Stiver, Engineers Van Brunt and Murphy, ordered out of Rikers to Lucerne and return at 1:03 p. m., tied up at 7:35 p. m., handled 1 load, 90 empties south, 53 loads, 3,125 tons north—6 hours, 32 minutes.

June 7th—Extra 753 north, Conductor E. J. Nugent, Engineer Clifford, ordered out of Rikers at 6:02 a. m., on the pit at East Salamanca at 1:27 p. m., handled 55 loads, 3,706 tons—7 hours, 25 minutes.

June 7th—Extra 746, Conductor Seaman, Engineer Gillman, ordered out of Rikers at 4:02 p. m., on the pit at East Salamanca at 11:52 p. m., handled 62 loads, 3,716 tons—7 hours, 50 minutes.

June 7th—Extra 742, Conductor Elder, Engineer McMillen, ordered out of Rikers at 6:32 p. m., on the pit at East Salamanca at 2:21 a. m., handled 58 loads, 3,703 tons—7 hours, 49 mins.

June 8th—Extra 712-718, Conductor Riker, Engineers Van Brunt and Murphy, ordered out of Rikers at 1:03 p. m. to Lucerne and return, tied up at Rikers at 8:25 p. m., handled 3 loads, 49 empties south, 62 loads, 1 empty, 3,747 tons north—7 hours, 22 minutes.

June 8th—Extra 723, Conductor Repine, Engineer Vibbard, ordered out of Rikers at 11:02

a. m., tied up at East Salamanca at 6:29 p. m., handled 58 loads, 3,730 tons, 7 hours, 27 mins.

June 8th—Extra 745, Conductor Fluent, Engineer Hanna, ordered out of Rikers at 1:52 p. m., tied up at East Salamanca at 8:52 p. m., handled 56 loads, 3,701 tons—7 hours.

June 9th—Extra 746, Conductor Elder, Engineer Fitzgerald, ordered out of Rikers at 3:32 p. m., tied up at East Salamanca at 11:21 p. m., handled 60 loads, 3,715 tons—7 hours, 49 mins.

June 9th—Extra 742, Conductor Hotchkiss and Engineer McMillen, ordered out of Rikers at 6:32 p. m., on the pit at East Salamanca at 2:20 a. m., handled 57 loads, 3,684 tons—7 hours, 48 minutes.

June 10th—Extra 749, Conductor Gibbons, Engineer Houseman, ordered out of Rikers at 12:12 p. m., on the pit at East Salamanca at 7:45 p. m., handled 57 loads, 3,705 tons—7 hours, 33 minutes.

June 10th—Extra 748, Conductor Repine, Engineer Cullis, ordered out of Rikers at 2:42 p. m., on the pit at East Salamanca at 10:07 p. m., handled 58 loads, 3,720 tons—7 hours, 25 mins.

June 10th—Extra 372-381, Conductor Woomer, Engineers Ogden and C. D. Kerr, ordered out of Glenwood at 10 a. m., on the pit at Rikers at 6:15 p. m., handled 52 loads, 15 empties, Glenwood to NZ, and 61 loads, 15 empties, 3,385 tons, NZ to Rikers—8 hours, 15 minutes.

June 11th—Extra 716-725, Conductor Rimer, Engineers Van Brunt and Johnson, ordered out of Rikers at 1:03 p. m. to Coy and return, tied up at Rikers at 8:35 p. m., handled 90 empties south, 63 loads, 3,742 tons north—7 hours, 32 minutes.

June 11th—Extra 712-718, Conductor Taylor, Engineers Van Brunt and Johnson, ordered out of Rikers at 12:03 p. m., to Jacksonville and return, tied up at 8:13 p. m., handled 1 load, 60 empties south, 59 loads, 2 empties, 3,758 tons north—8 hours, 10 minutes.

June 12th—Extra 734, Conductor Elder, Engineer Boyle, ordered out of Rikers at 12:12 p. m., on the pit at East Salamanca at 8:02 p. m., handled 59 loads, 3,710 tons—7 hours, 50 mins.

June 12th—Extra 742, Conductor Finton, Engineer McMillen, ordered out of Rikers at 3:42 p. m., on the pit at East Salamanca at 11 p. m., handled 56 loads, 3,705 tons—7 hours, 18 mins.

June 12th—Extra 752, Conductor Warner, Engineer Luddy, ordered out of Rikers at 6:12 p. m., on the pit at East Salamanca at 1:46 p. m., handled 58 loads, 3,690 tons—7 hours, 34 mins.

June 12th—Extra 747, Conductor Beattier and Engineer Houseman, ordered out of Rikers at 8:42 p. m., on the pit at East Salamanca at 4:18 a. m., handled 58 loads, 3,705 tons—7 hours, 36 minutes.

June 13th—Extra 753, Conductor Shay, Engineer Clifford, ordered out of Rikers at 6:02 p. m., on the pit at East Salamanca at 1:59 a. m., handled 63 loads, 2 empties, 3,702 tons—7 hours, 57 minutes.



June 14th—Extra 752, Conductor Gibbons, Engineer Luddy, ordered out of Rikers at 4:12 p. m., on the pit at East Salamanca at 12:05 a. m., handled 61 loads, 1 empty, 3,701 tons—7 hours, 53 minutes.

June 16th—Extra 729, Conductor Warner, Engineer Wheeler, ordered out of Rikers at 11:02 a. m., on the pit at East Salamanca at 6:23 p. m., handled 59 loads, 3,705 tons—7 hours, 21 minutes.

June 16th—Extra 746, Conductor Beattier, Engineer Gillman, ordered out of Rikers at 1:52 p. m., on the pit at East Salamanca at 9:52 p. m., handled 61 loads, 3,712 tons—8 hours.

June 16th—Extra 752, Conductor Repine, Engineer Luddy, ordered out of Rikers at 6:02 p. m., on the pit at East Salamanca at 1:57 p. m., handled 61 loads, 3,723 tons—7 hours, 55 mins.

June 17th—Extra 748, Conductor Elder, Engineer Devereaux, ordered out of Rikers at 9:12 a. m., tied up at East Salamanca at 5:03 p. m., handled 59 loads, 3,710 tons—7 hours, 51 mins.

June 19th—Extra 719-724, Conductor Rimer, Engineers Ellinger and Reams, ordered out of Rikers at 2:03 p. m. to Iselin and return, tied up at 8:50 p. m., handled 71 empties south, 62 loads, 3,720 tons north—6 hours, 47 minutes.

June 20th—Extra 716-710, Conductor Rimer, Engineers Reams and R. Reid, ordered out of Rikers at 1:03 p. m. to Coy and return, tied up at 9:05 p. m., handled 49 empties south, 61 loads, 3,780 tons north—8 hours, 2 minutes.

June 21st—Extra 752, Conductor Fluent, Engineer Luddy, ordered out of Rikers at 4:32 p. m., tied up at East Salamanca at 11:55 p. m., handled 60 loads, 3,701 tons—7 hours, 23 mins.

June 22nd—Extra 754, Conductor Hotchkiss, Engineer Carl, ordered out of Rikers at 3:32 p. m., tied up at Rikers at 10:47 p. m., handled 59 loads, 3,715 tons—7 hours, 15 mins.

June 22nd—Conductor Finton, Engineer Wheeler, ordered out of Rikers at 6:02 p. m., tied up at East Salamanca at 1:50 a. m., handled 57 loads, 3,719 tons—7 hours, 48 minutes.

June 24th—Extra 729, Conductor Ray, Engineer Streamer, ordered out of Rikers at 10:02 a. m., tied up at East Salamanca at 5:58 p. m., handled 59 loads, 3,715 tons—7 hours, 56 mins.

June 24th—Extra 754, Conductor Hotchkiss, Engineer G. Brodie, ordered out of Rikers at 2:12 p. m., tied up at East Salamanca at 9:38 p. m., handled 65 loads, 3,720 tons—7 hours, 26 minutes.

June 24th—Extra 753, Conductor Finton, Engineer Fitzgerald, ordered out of Rikers at 5:12 p. m., tied up at East Salamanca at 12:55 a. m., handled 59 loads, 3,749 tons—7 hours, 43 mins.

June 24th—Extra 741, Conductor Warner, Engineer F. L. Green, ordered out of Rikers at 7:42 p. m., tied up at East Salamanca at 3:32 a. m., handled 61 loads, 3,740 tons—7 hours, 50 minutes.

June 26th—Extra 744, Conductor Holman, Engineer Kohlmeier, ordered out of Rikers at 1:52 p. m., tied up at East Salamanca at 9:23

p. m., handled 59 loads, 3,705 tons—7 hours, 31 minutes.

June 26th—Extra 723, Conductor Shay, Engineer Carl, ordered out of Rikers at 3:32 p. m., tied up at East Salamanca at 10:41 p. m., handled 60 loads, 3,730 tons—7 hours, 9 minutes.

June 26th—Extra 745, Conductor Kehoe, Engineer Hanna, ordered out of Rikers at 5:32 p. m., tied up at East Salamanca at 1:27 a. m., handled 60 loads, 3,670 tons—7 hours, 55 mins.

June 26th—Extra 750, Conductor Ray, Engineer Streamer, ordered out of Rikers at 8:42 p. m., tied up at East Salamanca at 4:25 a. m., handled 58 loads, 3,704 tons—7 hours, 43 mins.

June 27th—Extra 741, Conductor Warner, Engineer Green, ordered out of Rikers at 3:42 a. m., tied up at East Salamanca at 11:38 a. m., handled 59 loads, 3,706 tons—7 hours, 56 mins.

June 27th—Extra 746, Conductor McGrath, Engineer Wheeler, ordered out of Rikers at 1:52 p. m., tied up at East Salamanca at 9:16 p. m., handled 57 loads, 3,725 tons—7 hours, 24 minutes.

June 28th—Extra 729, Conductor Elder, Engineer Houseman, ordered out of Rikers at 6:02 a. m. tied up at East Salamanca at 1:55 p. m., handled 57 loads, 3,717 tons—7 hours, 53 mins.

June 29th—Extra 751, Conductor McGinity, Engineer Neugart, ordered out of Rikers at 6:02 a. m., tied up at East Salamanca at 1:59 p. m., handled 58 loads, 3,718 tons—7 hours, 57 minutes.

June 29th—Extra 746, Conductor McGrath, Engineer Wheeler, ordered out of Rikers at 2:52 p. m., tied up at East Salamanca at 10:32 p. m., handled 59 loads, 3,706 tons—7 hours, 40 minutes.

June 29th—Extra 752, Conductor Smith, Engineer Luddy, ordered out of Rikers at 6:32 p. m., tied up at East Salamanca at 2:16 a. m., handled 60 loads, 3,684 tons—7 hours, 44 mins.

June 30th—Extra 745, Conductor Kehoe, Engineer Hanna, ordered out of Rikers at 12:22 p. m., tied up at East Salamanca at 8:20 p. m., handled 59 loads, 3,730 tons—7 hours, 58 mins.

June 30th—Extra 754, Conductor Dougherty, Engineer G. Brodie, ordered out of Rikers at 3:42 p. m., tied up at East Salamanca at 11:16 p. m., handled 56 loads, 3,720 tons—7 hours, 74 minutes.

## Good Guesser

A lady engaged a new gardener, and after breakfast one day she sauntered out among the flowers. Seeing the new man hard at work she said: "Well, and how is my Sweet William this morning?"

"First rate, thanks, ma'am," replied the man of the spade. "But how did you know my name?"



### Worst Aid

"It takes too much time to go to the dispensary for first aid treatment. . . . That scratch didn't amount to anything. . . . I can fix up cuts and scratches myself. . . . I've never had blood poisoning yet. . . ."

You've heard all of these excuses for neglecting slight injuries. But very few injuries that result in serious infections look serious at first and every man who has ever had a serious case of infection has had previous wounds heal up without any trouble.

The fellow who practices "worst aid" on himself and others without having any training in the treatment of injuries helps to boost the time lost through infection. In fact, unskilled treatment may aggravate the results of an injury.

In preventing an infection promptness counts. Get the proper treatment at once. Ordinary first aid methods are useless the next day or even a few hours later when the germs of infection have started their dirty work.

### Personal Injuries

MONTH OF JUNE, 1928

|                            |    |
|----------------------------|----|
| Killed .....               | 0  |
| Injured .....              | 26 |
| Decrease from May.....     | 4  |
| Decrease from January..... | 26 |

Space does not permit of a detailed summary of all accidents to employes which go to make up the total shown, and so we pick out a few of those where the injury sustained is of a somewhat severe nature. Do not let this mislead you; every accident *may* cause a severe or serious injury; that it does not always do so is a matter of good fortune to the victim involved. In the six accidents we have commented on this month you will note the one involving an eye injury to a boiler-maker inspector. *He was not wearing goggles*—there is an entire sermon in that sentence. The hazard of flying particles in the particular work you are engaged in should tell you whether goggles are needed—don't argue with your good judgment or fail to protect yourself because you may not be sure whether some rule tells you to or not. Think and act for yourself. Think safety and work safely—sure you have seen and heard that before; it is in your book of "Prohibited Unsafe Practices." It tells *you* what to do; no one else can act as your proxy in this matter of protection for life and limb.

### Sermons In Stoves

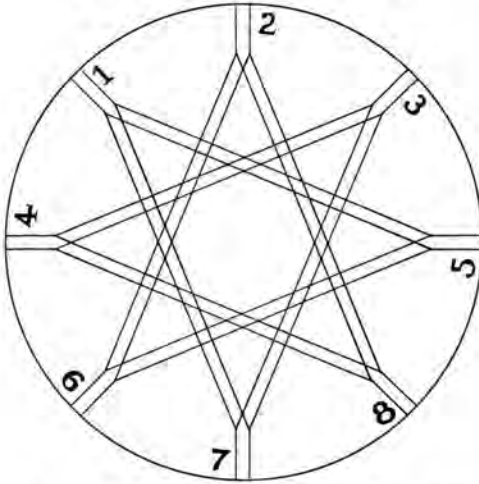
An Alabama darkey was telling a friend of a certain church service he had attended.

"De preacher wasn't feelin' so good last Sunday," he said, "an' he made de stove preach de sermon."

"Made de stove preach?"

"Yessuh; made it red hot from top to bottom an' den he tells de sinners to take a good look at it an' go to thinkin'!"

### The Round House Puzzle



In stalls 1 and 3 are passenger locomotives and in stalls 6 and 8 are freight locomotives, all other stalls being empty.

The foreman wants the engines reversed—that is, the freights on 1 and 3 and the passengers on 6 and 8. He tells the hostler to make the change in seven moves and warns him that there is only room for one engine at a time in one stall.

As long as the hostler is moving one engine continuously—for instance, from 1 to 5 to 6 to 2, that counts as one move. Never mind head end position; that doesn't count.

#### HOW DID THE HOSTLER DO IT?

Now we look for some snappy work from our various puzzle solving committees as well as from our friend "way down south in Dixie." We suggest the use of two pennies and two nickels; our Scotch friends may use buttons.

The solution will be given in the September issue.

### Last Month's Puzzle

Last month the puzzle of the Wye and the disabled engine had you all stopped. Mighty few answers. The "Outbound Out-

laws" of Buffalo Creek were there with an OK answer, the P. S. C. of Butler Junction were not heard from, and Agent Collins of Rochester submits the following:

Accommodation engine moves its own two cars back far enough for operation and cuts off.

1, 2, 3, 4.

Accommodation engine moves along main track to express train, (1) couples to express train engine, cutting off back of coach in express train, moves backward with accommodation engine and coach, and pushes coach in on Section C of wye, cuts coach off there, pulls out of there, and moves forward for purpose of pulling disabled engine in on A Section of wye, cuts off and moves light through Section B of wye and (2) couples on to coach, shoving it out from Section C to main track, hangs on to coach and shoves into Section A of wye, and (3) couples to rear of disabled engine, pulls out of Section A and shoves disabled engine and coach to express train down main track, and (4) couples disabled engine to head car of the accommodation train. Accommodation engine has been turned in this first operation.

5, 6, 7, 8.

Same movement for baggage car and open car; open car to go into Section C and baggage car into Section A of wye, four movements required to complete this part of the operation, concluding with coupling baggage car to coach of express train; by this second operation, accommodation engine has been turned back to head in original direction.

The accommodation engine then pulls both trains down to clear main track switch serving Location A, and then moves backward in on the wye into Locations A and B for the purpose of leaving into clear

the two cars belonging to the accommodation train. Then he moves forward on the main track with the express train to close the main track switch, serving Section A. To clear main track for his departure, the accommodation engine moves backward for purpose of shoving the whole of the express train out of his way and in the direction latter is headed.

He then (9) couples up to his own two cars in Location A and B, pulls out of wye, moves backward, (10) couples to express train, pulls it up to original location, cuts off from express train and departs with accommodation train.

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### Guess Who?

Just as a hint, he is a manly little chap and is now a machinist at Du Bois. The first to send a correct answer to the editor can take him out for a buggy ride.

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### Last Month

Nobody guessed the kid on the top of page 19; maybe they didn't want to win the mustard water. Well, you'd never guess anyhow—his name is Daniel Clawson, sweeper at Rikers. Taken when he was six years old.

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The young fireman with the hound dawg is Clair Burns, fireman, Pittsburgh Div'n.



### Guess Who?

Here he is, fellers, curls 'n everything—Little Lord Fauntleroy now grown up to a yard conductor somewhere between Falls Creek and C. & M. Junction.

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Mildred Cokewell, daughter of Thos. A. Cokewell, engine watchman at Rikers.



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## FRIENDLY TALKS WITH THE EDITOR

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### Railway Life

Published monthly by the  
BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY  
in the interest of its employees.

Other publications may use any original  
matter herein if the credit line

"Buffalo, Rochester and Pittsburgh  
*Railway Life*" is used.

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Address all communications to  
H. H. KINGSTON, JR., Editor, *Railway Life*,  
Rochester, N. Y.

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Glooms  
and Popcorn

The wife and I went out the other night to a little social where cards and chatter were the order of the evening. And such an evening! The hostess started right in apologizing for the hot weather. She complained about her marcelle, about her young son, about her husband, and if she skipped one item to gloom about it was an oversight on her part.

We had *one fine evening* and almost started grouching to each other on the way home, for fault-finding is so easy to acquire and quickly becomes a habit hard to get rid of. She reminded us of the story of the gloomy cow. Here it is:—

Down in Texas there once lived a cow.

She was born gloomy.

She thought everything was against her—

the climate, the grass, everything. She looked on the dark side of life and made the most of all of her little troubles.

One day, so the story goes, it got so hot that a field of popcorn in the field next to the cow started popping. The white flakes were caught up by the wind and fell in a shower all around her.

She looked at the popcorn sadly; got the idea into her head it was snow, and just laid down and froze to death.

The perpetual gloom or fault finder is a pest who, looking for the worst, is pretty sure to find it or think he has found it, which is just as bad.

This mental attitude spoils any trace of ambition, and one of them in an office, shop or yard poisons the content and welfare of the entire group.

Cultivate the happy outlook—you'll get farther and be happier doing it.

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### In Asbestos Dishes

The colored preacher was describing the "bad place" to a congregation of awed listeners.

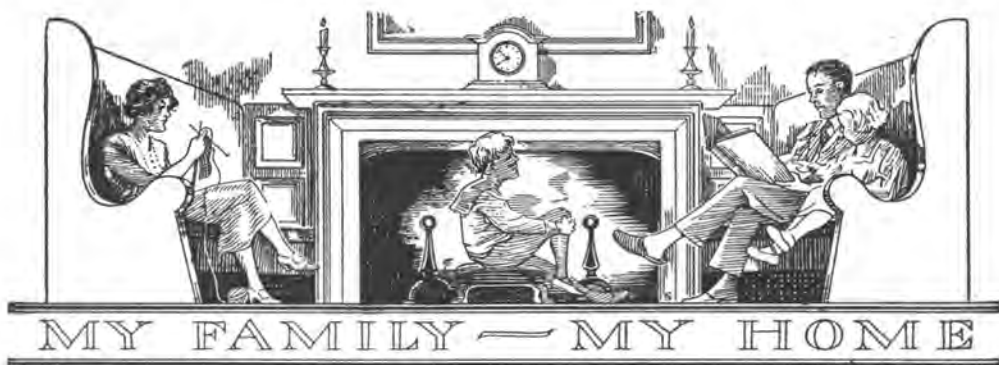
"Friends," he said, "you've seen molten iron running out of a furnace, haven't you? It is white hot, sizzling and hissing. Well—"

The preacher pointed a long, lean finger at the frightened crowd.

"Well," he continued, "they use that stuff for ice cream in the place I been talking about."

—I. C. Magazine.





**How many rhyming words  
does this picture suggest?**



**The Key Word is Hit**

Last month with school just out our children were too busy out of doors to send in answers to the cat rhymes and nobody tried very hard to find all the words. Betty Dougherty of Clearfield found 9; Clarence Hockenberry of Butler 10; Victor Schupenhauer of Ashford 12; Betty Bauer 9, and Jean Bauer 9. Betty and Jean live in Punxsutawney.

After all the answers were in, your Uncle Henry took down the rhyming book and here are all the words he could find: Pat, bat, flat, mat, hat, rat, fat, cat, scat, sat, chat, brat and slat—13 words.

Who will find the most next month? Get your list in before the 10th of August, so that you can get your name in the magazine.

## The Feminine Silhouette Demands That Skirts Be Definitely Wider

One is constantly impressed with the feminine aspect of the mode, apparent in silhouette, fabric and trimming. Skirts seem to be the most important feature of this new silhouette. They are definitely wider, and more often than not irregular. Tiers, flounces, tunics, pleats and godets are all included in skirt treatment and method of gaining width, while shirring is prominently featured.

The frock at the right, McCall Printed Pattern 5374, has a distinctly feminine silhouette elaborated through use of two circular flounces posed on the diagonal. The top flounce starts at the neckline where it falls into a soft jabot and thence down into the flounce. Satin back crepe lends itself particularly well to this frock. Or, if one desires a bright touch of color, the flounces and jabot may be faced with a contrasting color.

Present indications do not point toward a waning of the vogue for prints. In fact, fabrics that have never been printed before are suddenly very gay with floral and conventional designs, proof of its extended stay and popularity. For instance, one sees in the shops, printed chiffons, crepes, velvets, satins and all sorts of printed wash fabrics.

The printed crepe frock in the center, McCall Printed Pattern 5285, has a decisive flare at one side which is unusually soft and graceful. While it is very effective when made of one of the new printed

silks, it may also be adapted to very good advantage in a flat crepe.

Coats play an important part in a woman's wardrobe, so much so that Paris designers have created coats for every occasion—sports, afternoon, bridge and evening wear. A coat to accompany not one dress but many will be the choice of the woman who dresses on a budget and plans

her wardrobe with care. If she is her own dressmaker she has an advantage over the woman who has to buy her clothes ready-made, for there are many lovely materials in the shops which may be made into just the style one wants.

The coat shown at right, McCall Printed Pattern 5312, when combined with frock No. 5374 makes a smart ensemble. Still another ensemble may be

made by having frock No. 5285 made of a harmonizing printed material. Other dresses may be made with this same idea in mind, thus building many ensembles around one coat.

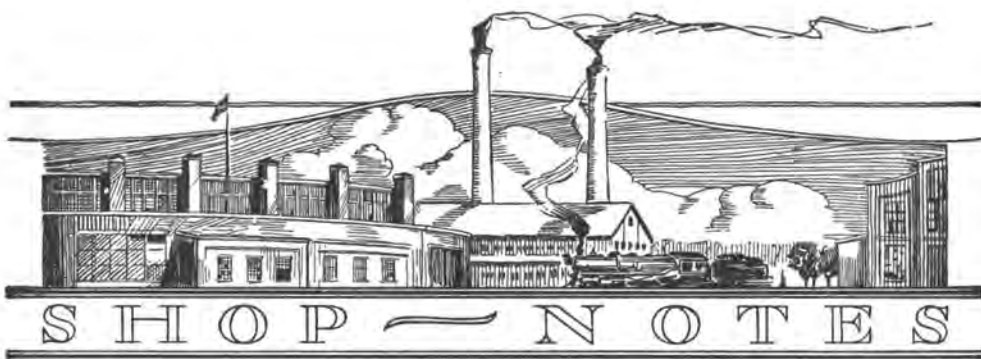
McCall Printed Patterns are equally simple for the woman who is an experienced dressmaker and the woman who is an amateur. The directions, printed on the patterns, make it a very simple matter to cut correctly from the pattern, while the diagram showing the various steps of the making produce a perfect garment. Ask the McCall dealer in your section to show you the new Fall Quarterly showing new designs for immediate and fall wear.



McCall Printed  
Pattern No. 5374

McCall Printed  
Pattern No. 5285

McCall Printed  
Pattern No. 5312



### Falls Creek Cripple Track

STEPHEN A. RICH, *Correspondent*

We regretted very much to learn of the demise of Mrs. Daugherty, mother of Hugh Daugherty, an employe at this point.

Ernest Heberling attended the funeral of his grandmother, of West Liberty, which was held on June 15th. Emmett Clark also attended the funeral of his nephew, who died during the latter part of June. John Clark was also present at the funeral.

It was the proud boast of Bob Horn that his tires were absolutely immune from punctures. Now and then he emphasized the fact. Just a few days ago he was driving Old Lizzie along when one of the glued-on tires came loose and it was necessary to stop. Luckily Emmett Clark happened along and put his spare tire in place of the punctureless tire. Then Bob traveled merrily homeward. Now he plans on equipping the front wheels with pneumatic tires and discarding the solids. That's a very good idea, Bob, and we wish you luck.

Margaret, 6 year old daughter of Mr. and Mrs. Ziggmant Okonski, was operated on for tonsils at the Du Bois Hospital. We are very glad to know that Margaret is getting along finely and will soon be home again.

John F. Clark, one of the local gang,

visited in the city of Buffalo. Erie Beach claimed much of his time. While he enjoys the open spaces, he occasionally attends the theatre. So when he returned he had much to tell us about the fine show.

"Pete" Heberling has been experiencing quite a bit of puncture trouble during the last few weeks. It seems he is prepared for the worst and so carries a supply of spares. We know that punctures are quite the *rage*, but too many of them is like rubbing it in. So we do hope your puncture days are over, Pete. (This is not a request item.)



Catherine, Mildred and Paul,  
children of Thomas Cokewell, engine  
watcher at Rikers.

### Clarion Junction

KATHYRN GILLOULY, *Correspondent*

Engineer Detwiler is sporting a very nifty Buick sedan and is devoting much of his spare time looking up traffic signals.



*Gloria, age 6, and Marjorie Northrup, age 7, grandchildren of John Pryor, Buffalo Division brakeman on trains 5 and 12.*

Electrician Sullivan wears an extra size cap since perfecting his ten-tube radio set recently, although blacksmith Zawastki still contends that the best "Polish programmes ever" are received over his six-tube outfit. The terminal employees generally would appreciate some radio authority's opinion on this subject.

Foreman Thos. P. Lynch has spent some time lately inspecting and changing ties in several parts of track at this terminal. Someone reported that rubber ties are being installed.

Fireman Palmquist has purchased an Erskine coach for the good of the traveling public. We recommend that all streets be posted when Aaron is trying out his car.

Machinist McCarthy is evidently planning on saving for his hope chest, as he requested to be placed on second shift, thus devoting his evenings to labor.

Car leader Whitaker has been telling some wonderful fish stories about size and number of the "trouts" landed. Unfortunately there are no witnesses to verify Bert's catch.

Machinist "Hans" Lion has entered the "Old Fiddlers Contest" which will be held at Brookville in the near future. If faithful practice of jazz will help, Hans will be the winner.

Operator Billy Wood is becoming rather select, as we learn he requests to be styled "Mr." when being called on phone. His adoption of the title is rather hard on his friends.

Machinist helper Keenen enjoyed an outing in search of the speckled beauties; to date he has failed to contribute any big "catch" stories.

Grease plug man Dominick Gudicia has been on the sick list for some time. His many friends wish him a speedy recovery.



*Raymond Huss, grandson of pensioned coach and engine carpenter Chris. L. Sieber of Buffalo.*

### Buffalo Creek

BOBBY AND MARTIN, *Correspondents*

Vacations being in order, the first to report on is Peter Calandra, night engine-house foreman, who was absent during the middle of last month. Pete spent most of his time viewing daylight in and around the city of Buffalo, as he seldom gets a chance to see it any other time. He also spent a few days visiting friends in Brockway, Pa.



"Tommy" O'Brien  
of the East Salamanca Transfer.

John Skretney, car foreman nights, had his vacation during the last month. We received no report as to what he did, but we assume he stayed close to the Niagara River.

It is not the intent to create any hard feeling in what appears in *Railway Life* Shop Notes and Art Mathews got by fairly well in his last write up and vows to at least get even or go one better than George Moffat pulled on him in the last issue.

The picture of the two good looking girls (both Misses), clerks at the Pittsburgh Freight House, that appeared in the last issue of *Railway Life* created quite a stir around the Buffalo Terminal and a question of wonderment arises,

which is: Two home boys looking over their names wonder if they would desire to change them to American names. Have I quoted you right, Bill and George?

Charles Widmer, fireman of Buffalo Division trains 3 and 6, has again returned to duty account he and his wife being called to Philadelphia account sickness of Mrs. Widmer's mother.

Al Weisser, fireman on regular time freight No. 31, has returned to duty after spending his vacation at Indian Lake in the Adirondacks. Al has a great hankering for big fish at that place.

Mrs. John Pilarski and daughter have returned home after spending part of last month at Barker, N. Y., where their daughter has been recuperating. John Pilarski is coach and engine carpenter at this terminal.

Those interested in baseball got together this past month and organized under the leadership of Robert Albee, painter at this terminal. Several practices have been called and if the rain man only stays away long enough we will have some reports on baseball games in future issues. It was decided at the meeting to raise money to support the Buffalo Creek team, so when any of the members come to you with a ticket asking for a donation, don't turn them down. You may get a nice gentleman's or lady's wrist watch out of it for your trouble.

Frank Anastasio, engine watchman at Springville, has been off duty for some time on account of sickness and we hope for his speedy recovery and return to work. Frank is one of the conspicuous character employes you see around Springville with a smile on at all times.

William Russo, engine watchman at Buffalo Creek first shift, has again resumed duty after being absent on account of sickness during the past month.



Did "Sam the cook" at the local Y. M. C. A. have a good time while away at camp? Sam says not yet.

The Buffalo Creek Fire Company and First Aid organizations at this terminal held one of the summer outings at Green Lake Orchard Park last month and they



*Louisa Lilian Call,  
daughter of Mr. and Mrs. Joseph Call. Dad is  
section foreman at Clearfield.*

with their invited guests had a wonderful afternoon. In the soft ball game the married men won from the single men by a score of 20 to 10. The efficient umpiring of turntableman Frank Ortland is worthy of commendation. Apparently the single men got even with him afterwards, as Frank had considerable trouble getting his car away from the grounds. After draining the soft drink from his carburetor and pumping up a tire and removing the rumble seat the boys had fixed for Frank, he finally got away. Stanley Tomera was there, but he says he doesn't remember anything about it. Connie Fair-

cloth must have made an error too, for he had to pump up one tire before leaving. George Moffat evidently did not feel well that day, for he appeared to be terribly upset a couple of times. John Lang gathered up enough of the leavings so that he had bologna and sausage in his lunch for the next ten days.

Last, but not least, we cannot very well approve of the selection of the one to write about athletics at Butler Junction by J. S. Robison, but we can say anyone knowing Robby knows when to take his statements serious. He and his sports writer are trying to tell the readers of *Railway Life* that their team won five games out of six in baseball when the team is only composed of eight men, according to their own write up. Better try again, J. S. R.



*Leon B. Hill,  
son of A. C. Hill, yard fireman, Buffalo Creek.*

# Rikers, Pa.

H. H. SHERMER, *Correspondent*

The boilermaker who ate half a whisk-broom in his sleep, thinking it was shredded wheat, is unimproved.



Bertha, Antonio and Dominic Fernichio.  
"Tony" is firecleaner at Rikers.

"Ernie" Pruyne, engineer, working out of this terminal, has taken a 60-day furlough.

William Fogley, yard conductor, who underwent an operation in the Adrian Hospital, is very much improved at this writing.

One of our well known and popular employes, having mastered the art of handling a Ford touring car, was seen along a very muddy country road recently. Closer observation revealed the fact that both front tires were flat, the back spring broken, and steam coming from the radiator in great volumes, also one front fender missing. The Ford was moving very slowly and from its sole occupant and owner issued forth in high tenor, "Wait 'til the battle's over."

Vito Kohlanskie, engine toolman leader, has invented and installed a new crank on his Ford coupe. The handle on the crank extends seven feet out, which allows six or seven men to help start his car without very much energy.

Wilbur Rider, electrician, says you can't keep cool under a "light shade" nor plant a "light bulb," but he wonders if a generator will ever "dy-na-mo."

Joseph Myers, machinist helper, advises us he has received a very large order for those German steel, 3½-inch rulers he obtained from McGrory & Co.

Leroy Zolner, welder, has completely recovered from his injuries received in an accident at Clearfield and is back with us again.

George McCormick, laborer, is spending a furlough in Detroit, Mich.

For advice on how to eat twenty-four ears of corn, without taking "time out," see "Gus" Kellar, engine inspector. He knows.



Geo. McCormick, son of Mr. McCormick, ash-wheeler at Rikers, and Francis Cokewell, son of engine watcher Thomas Cokewell of Rikers.

Warren Milliron, boilermaker, has purchased a Dodge sedan. Warren rides the Dodge to work and uses his Buick sedan on Sundays.

"Tommy" Stewart, machinist helper, was recently very much surprised while playing baseball. When "Tommy" came up to bat, the pitcher threw a drop which caused "Tommy" to discover he could swing a mean golf club in any golf tournament.

Frank Luketich, pipefitter, claims he has seen plenty of fighters spar, but has never seen a "sand box."

We forgot to mention in last month's

edition of *Railway Life* that "A Minnow and a Rail" is to the tune of "Casey Jones."

Calvin Beatty, timekeeper, is able to be around again.

The stork while recently flying around through Jefferson county and trying to surmise which house to pay a visit, finally decided to visit the residence of John Hardick, boilermaker helper, and left a very fine ten-pound boy. Congratulations, "Jack," and many thanks for the fine cigars.

John Mooney, our machinist helper, the "Sam Lloyd" of Rikers, has discovered a new puzzle which he names the "washer" puzzle. Lay two washers in line seven inches from center to center, then at a guess try and lay the third one seven inches in front of other two so that a ruler will measure from center of either washer in line to edge of third washer in front of other two. Now try and do it and be sure to use  $\frac{7}{8}$ -inch washers.

John Pisano, hostler helper, watched the Pirates perform in Pittsburgh against Cincinnati. John advises us it was some game and everything worked mechanically.

"Bill" Stewart, machinist helper, says you can't unlock the front door with a

"split key," nor wash clothes with a "bell-ringer," but how would a guy look wearing "air hose?" Now, "Bill," don't kid us any more.

"Slim" Ellenberger, our Y. M. C. A. center fielder and outside hostler helper, came to the bat recently with three men on bases and two out. The pitcher walked in to talk to the catcher and it is understood the catcher told the pitcher to make a motion as if he had thrown the ball with great speed and he would smack his hand on the catcher's glove and the umpire would call it a strike, and "Slim" having two strikes would be called out. The pitcher wound up and went through the necessary motion and the catcher smacked his glove with his hand. The umpire called "Slim" out. "Slim" turned to the umpire and said, "How could that be a strike when it hit me on the arm?" "Slim" sees that the game starts early enough now to avoid playing in the dark.

### Du Bois Locomotive Shops

T. F. LASAVAGE, *Correspondent*

It is with deep regret that we state at this time the death of Mrs. E. E. Cope, wife of our master mechanic. We are extending our most sincere sympathy.

Machinist Joseph Liedl has decided that two can live cheaper than one and has taken unto himself a wife. Well, Joe, just where this saying originated is not known, but time will tell.

We have continuously noticed mud over the new car of machinist Dewitt Shobert and can account for no other reason than Dewitt has been traveling over country roads. While we are very suspicious, before we can make any statements it will be necessary to have facts and will therefore be on the lookout, so Dewitt better use the brush.



*Miss Ethel Haire,  
graduate of  
Punxsutauney  
High School,  
Class of 1928.  
Ira Haire,  
boiler inspector  
at Rikers,  
is her dad.*



*Our Du Bois artist looks 'em over*

One of the strangest sights we have ever seen occurred at Wolf's Springs when we noticed something walking around in water a foot deep, his trousers rolled up to represent knickers, sleeves up to his shoulders, and all wet. This party happened to be machinist Adam Kartavich. We have since learned that Adam was teaching the children how to swim. Suppose you use water wings next time, as the water is a little too deep for you.

### **A Letter From Pensioner Sieber**



*Chris. L. Sieber.*

DEAR SIR—

Wishing to convey my appreciation to the B. R. & P. Ry. Co. for the consideration they are showing me now as well as when I was on the job and doing my bit, I take this opportunity of letting you know I am enjoying very good health in these late years of my life. My main hobby is

fishing and I just returned from an extensive fishing trip, but am unable to report very good luck as is usually done. I have acquired a Buick sedan which I use in riding around the country, being a lover of nature and the great outdoors. Wish to be remembered to my old friends on the road, especially Mr. Peiffer, whom I always found to be like a father to all those that worked under him. I am also contributing a photograph of my grandsons and of myself which my former foreman asked me for some time ago.

CHRIS. L. SIEBER,

*Pensioned Coach and Engine Carpenter,  
Buffalo Creek, N. Y.*



*Franklin Huss, grandson of pensioner Chris. L. Sieber of Buffalo.*

### **Smokytown Bits**

*By Nod*

Mrs. Edna Sullivan, formerly Miss Edna Smiley, billing clerk at the Pittsburgh Freight House, visited her friends at the office. Mrs. Sullivan was accom-

anied by her three year old boy, Frank.

Arthur Mineheart, trucker, is now a full fledged B. R. & P. "slewfoot." "Bud" was promoted to his new capacity as patrolman last month. Will some one please



*John Davin,  
revision clerk, Pittsburgh Freight House.*

recommend to "Bud" an exceptionally good polish for his badge. He claims that he finds it very difficult to keep it shined.

We had a motto in one of my class rooms, when I went to school, that read, "A place for everything and everything in its place." I think this is a great little motto that could be observed anywhere. I wish some of the fellows in our office would observe this motto when they use my record books. No offense intended. I'm only giving a little hint to keep my desk or any desk orderly.

Felix is no more, and neither is Gus.

In last month's issue of *Railway Life* I made a few remarks about a certain young lady that fell into a creek while trying to get from one side to the other. I want to apologize for mistaking the facts. The

truth of the matter is that this young lady was not trying to get from one side of the creek to the other, but was trying to stalk a water snake. Seeing an immovable, lifeless-like snake lying on the bottom of the creek and wishing to find out whether the snake was dead or alive, this young lady takes off her stockings, wades bravely through the water and slowly approaches the ferocious looking reptile. One, two, three steps she takes, and then—and then a great splash. Result, Miss Jean French reposing on the bottom of the creek, wondering what everything is about. The moral of your little experience, Miss French, should be, "Always wear a bathing suit when hunting water snakes."

#### MATRIMONIAL NOTES

Miss Opal Pollock finally got her man. Opal is sporting a beautiful diamond engagement ring these days.



*Mrs. Crissman and her daughter Helen Louise,  
who is the grandchild of A. G. Grier, delivery  
clerk, Pittsburgh Freight House.*





For further information see *Du Bois Locomotive Shop* boilermaker foreman, Mr. Marshall.

John Kroeger—"Say, Davin, I could have been a doctor if I wanted to."

John Davin—"Yeh! Well, why didn't you become one?"

John Kroeger—"I didn't have any patience."

Willie, our office boy, says, "When you play, play hard; when you work, don't play at all."



Section 19 Gang.  
E. Johnson, C. Swanson, H. Anderson, G. Paulson, O. Anderson, W. Johnson (trackwalker), A. Turnquist and A. E. Johnson (foreman).

Ray Downey, trace clerk in Mr. Williams' office, is engaged to a certain party. I'll try and find out her name sometime.

Henry Zentgraph is back to normalcy. The wedding and the honeymoon trip are over.

There was much handshaking and congratulating going on in the office, July 7th, due to the uniting of the two ends of the new Sixth Street bridge. Mr. Charles Roger Scheline, Jr., and Mr. John Andrew Girl, "bridge inspectors," were the recipients. Charlie and Girl inspected the doings at the bridge every noon hour.

#### SALTY JOKES BY SALTY BIRDS

Eddie Lightner—"Say, Schillinger, did you hear about the new tough job my brother has?"

Frank Schillinger—"No. What's he doing?"

Eddie Lightner—"Wheeling West Virginia."



Arthur Le Roy Bloom

Twelve year old son of Mr. and Mrs. Geo. A. Bloom died suddenly at the Punxsutawney Hospital, June 26. His dad is a Pittsburgh Division engineer.

# ROLL of HONOR

The military equivalent of an employe's name placed on this page is for a soldier to be mentioned in the "Orders of the Day." Here are recorded those who have performed service that stamps them as constantly "On the Job"—who have met unusual situations promptly and efficiently—inconveniencing themselves for the good of the service—preventing possible accidents or saving our patrons delay and embarrassment. This is our record of the D. S. O.

| Name           | Occupation        | Location            |
|----------------|-------------------|---------------------|
| F. J. ROLLS    | Operator          | Marion Center, Pa.  |
| JACOB KRAYESKI | Crossing Watchman | Springville, N. Y.  |
| W. G. BLACK    | Operator          | J. M. Junction, Pa. |
| E. H. WINSOR   | Agent             | Bingham, Pa.        |
| H. H. RYEN     | Operator          | Savan, Pa.          |

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## Obituary



**J. B. McDowell**

Mr. McDowell, pensioned passenger conductor, died suddenly at his home in Punxsutawney, June 13th. (See July obituary.)



**David Vennard**

Pensioned former yardmaster of Clarion Junction, died June 26th last, after a two years illness. Mr. Vennard was born in Ireland, Dec. 20th, 1866. He came to our

Company in June, 1882, as foreman of construction work at Clarion Junction. Mr. Vennard was promoted to night yardmaster at that place and after serving forty faithful years was pensioned Jan. 1st, 1922. He is survived by his wife and one brother.

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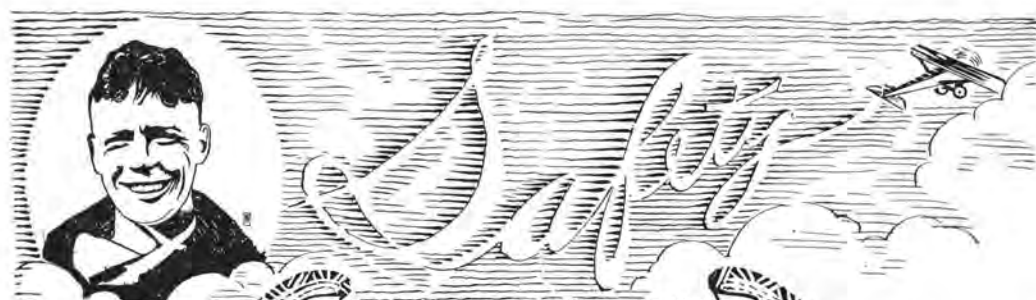
**Joseph Gregory**

Born in Plainsville, Pa., August 2nd, 1870, Mr. Gregory came to Du Bois about 1892. He was employed as carman in the Du Bois shops till his death from Bright's disease, June 28th last. Mr. Gregory leaves his widow and two sons, Robert and David.




**George H. Miller**

George H. Miller, veteran telegrapher of Punxsutawney, died at his home in Punxsutawney, May 2nd, at the age of 50. He is survived by his widow and his mother who lives in Du Bois. (See June obituary.)



# Safety



## BULLETIN BOARD

|                           | FEB.<br>29 Days | MAR.<br>31 Days | APR.<br>30 Days | MAY<br>31 Days | JUNE<br>30 Days | JULY<br>31 Days |
|---------------------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|
| <b>Freight Houses</b>     |                 |                 |                 |                |                 |                 |
| Rochester.....            | 29              | 60              | 90              | 121            | 150             | ..              |
| Buffalo.....              | 29              | 60              | 90              | 120            | 150             | ..              |
| E. Salamanca.....         | 29              | 59              | 88              | 119            | 149             | ..              |
| DuBois.....               | 29              | 60              | 90              | 121            | 151             | ..              |
| Punxsutawney.....         | 28              | 59              | 89              | 120            | 150             | ..              |
| Pittsburgh.....           | 29              | 60              | 90              | 121            | 151             | ..              |
| <b>Shops</b>              |                 |                 |                 |                |                 |                 |
| Lincoln Park.....         |                 |                 |                 |                |                 |                 |
| Loco.....                 | 25              | 52              | 80              | 108            | 136             | ..              |
| Car.....                  | 26              | 53              | 83              | 113            | 143             | ..              |
| Buffalo Creek.....        |                 |                 |                 |                |                 |                 |
| Loco.....                 | 28              | 59              | 89              | 118            | 148             | ..              |
| Car.....                  | 29              | 58              | 87              | 118            | 148             | ..              |
| E. Salamanca.....         |                 |                 |                 |                |                 |                 |
| Loco.....                 | 28              | 57              | 86              | 115            | 144             | ..              |
| Car.....                  | 28              | 58              | 86              | 116            | 145             | ..              |
| Bradford.....             |                 |                 |                 |                |                 |                 |
| Loco.....                 | 28              | 59              | 89              | 120            | 150             | ..              |
| Car.....                  | 29              | 60              | 90              | 121            | 151             | ..              |
| Clarion Junction.....     |                 |                 |                 |                |                 |                 |
| Loco.....                 | 29              | 59              | 89              | 119            | 149             | ..              |
| Car.....                  | 29              | 60              | 90              | 121            | 151             | ..              |
| Du Bois.....              |                 |                 |                 |                |                 |                 |
| Loco.....                 | 22              | 44              | 58              | 75             | 96              | ..              |
| Car.....                  | 27              | 58              | 86              | 116            | 146             | ..              |
| Punxsutawney.....         |                 |                 |                 |                |                 |                 |
| Loco.....                 | 27              | 56              | 84              | 112            | 141             | ..              |
| Car.....                  | 29              | 60              | 90              | 118            | 148             | ..              |
| Butler Junction.....      |                 |                 |                 |                |                 |                 |
| Loco.....                 | 29              | 60              | 89              | 118            | 147             | ..              |
| Car.....                  | 28              | 59              | 89              | 120            | 150             | ..              |
| New Castle.....           |                 |                 |                 |                |                 |                 |
| Loco.....                 | 29              | 60              | 90              | 121            | 151             | ..              |
| Car.....                  | 29              | 60              | 90              | 121            | 151             | ..              |
| <b>Transportation</b>     |                 |                 |                 |                |                 |                 |
| Rochester Division.....   | 26              | 55              | 81              | 109            | 132             | ..              |
| Buffalo Division.....     | 26              | 51              | 77              | 106            | 132             | ..              |
| Middle Division.....      | 26              | 55              | 83              | 114            | 149             | ..              |
| Pittsburgh Division.....  | 22              | 53              | 76              | 102            | 129             | ..              |
| <b>Maintenance of Way</b> |                 |                 |                 |                |                 |                 |
| Division One.....         | 28              | 58              | 88              | 115            | 142             | ..              |
| Division Two.....         | 29              | 58              | 88              | 119            | 146             | ..              |
| Erie Division.....        | 28              | 58              | 88              | 119            | 148             | ..              |
| Division Three.....       | 28              | 58              | 84              | 115            | 144             | ..              |
| Division Four.....        | 28              | 58              | 88              | 117            | 146             | ..              |
| Division Five.....        | 29              | 60              | 89              | 119            | 149             | ..              |

One day off for every accident.



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